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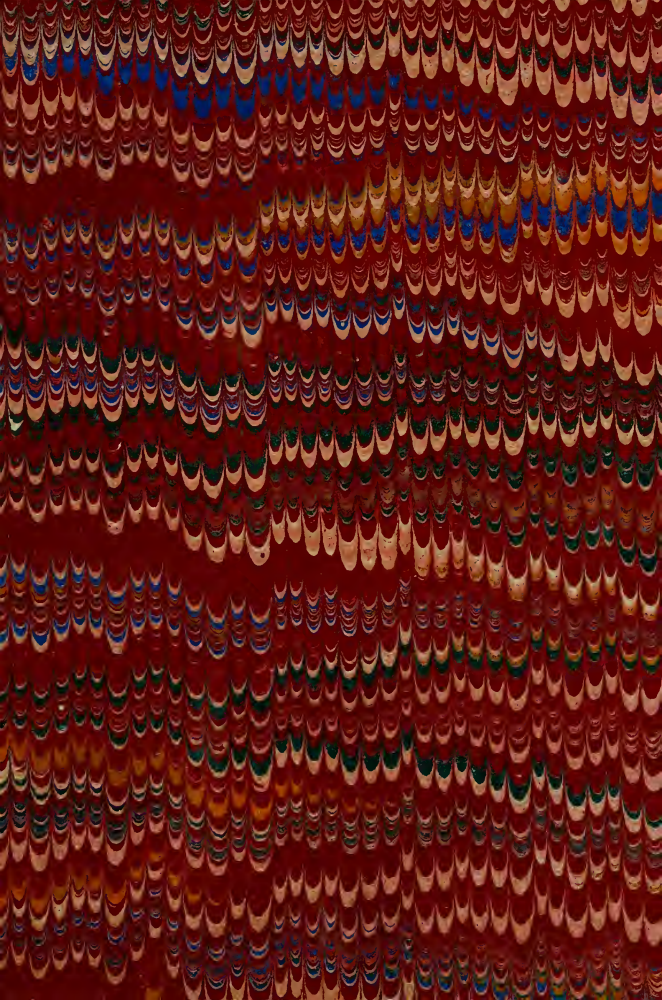
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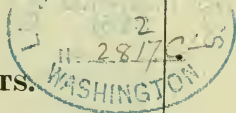
BROWN'S
NEW
GUIDE-BOOK
AND MAP FOR
BOSTON.

(COPYRIGHTED.)

1872.

PRICE 20 CENTS.

PUBLISHED AND SOLD BY
H. A. BROWN & CO.,
144—TREMONT STREET—144
(Facing Boston Common.)



1872.

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H. A. BROWN,

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THE intention of BROWN'S NEW GUIDE BOOK is to give the locations of **Places of Interest** in and about Boston, point out the best means of reaching them, with full information about what is to be seen, and how to see it, and all other matters that will add to the comfort and convenience of visitors.

The work is written and compiled by Mr. H. A. BROWN. And all persons are cautioned not to use any portion of it for any purpose, without his permission. Editors of Newspapers who desire to make extracts for their readers, are at liberty to do so, provided such extracts are accredited to Brown's New Guide Book for Boston.

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Boston, April 30, 1872.

Messrs. H. A. Brown & Co.,

144 Tremont Street.

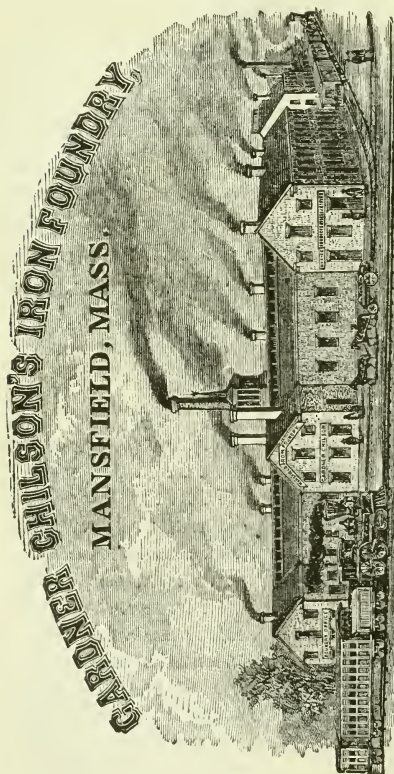
Gentlemen :—

The undersigned having examined the plan of Mr. H. A. "Brown's New Guide Book for Boston," heartily approve the project. Such a work, in a compact and cheap form, will be much needed by the multitude of strangers visiting this city during the great Musical Festival of 1872, who will be anxious to obtain local information. Mr. Brown's plan promises all that will be needed, and will fully answer the purpose.

(Signed)

Very truly yours,

WM. GASTON *Mayor of Boston.*
NATH'L B. SHURTLEFF, M. D. *Ex-Mayor.*
E. H. SAVAGE *Chief of Police.*
JOHN D. PHILBRICK . . *Superintendent Public Schools.*
HENRY W. DUTTON *Boston Transcript.*
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OLIVER DITSON *Music Publisher.*
ALEXANDER H. RICE . . . *President Board of Trade.*
M. M. BALLOU *Ed.-in-Chief of Boston Globe.*
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FACTS ABOUT BOSTON.

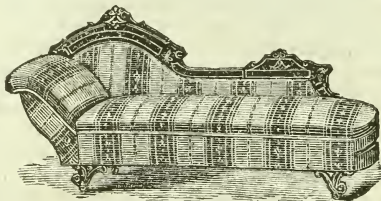
BOSTON, the capital of Massachusetts, founded in the year 1630, was settled by the English colonists who came to America with Governor John Winthrop, when he brought to this country the charter granted by King Charles I., of England, to "the Governor and Company of the Massachusetts Bay in New England," which passed the seals at Westminster on the fourth of March, 1628-9, o. s., and under which Matthew Cradock, who never came to the country, was qualified as governor on the fourteenth of the same month. At a meeting of the company, held in England on the twenty-ninth of August, 1629, by general consent by the erection of hands, it was voted that the patent and the government of the plantation should be transferred to New England; and on the twentieth of the next October, Mr. John Winthrop was chosen governor in place of Mr. Cradock by a general vote, by the erection of hands, and immediately took the oath of office. Having made the necessary preparations for the intended voyage to America, Governor Winthrop and his associates set sail from Yarmouth, in England, on the eighth day of April, 1630, on board the *Arbella* and other vessels, and arrived in the outer harbor of Salem, in New England, on the twelfth of June, 1630, and removed to Charlestown (then called *Mishawum*) during the month. At this time, there resided on the peninsula of Boston (then called by the Indians *Shawmut*, but by the Charlestown people, *Trimountaine*) Mr. William Blaxton (spelled sometimes *Blackstone*), a retired Episcopal clergyman, who subsequently invited the colonists to remove thither, which, on account of an excellent spring of water that was there; they did. Before, however, leaving Charlestown, they, on the seventh of September, 1630, o. s. (which corresponds with the seventeenth of September, n. s.), passed an order that "*Trimountaine* shalbe called Boston; Mattapan, Dorchester; and the towne upon Charles Ryner, Watertown."

The town took its name in honor of Mr. Isaac Johnson, the

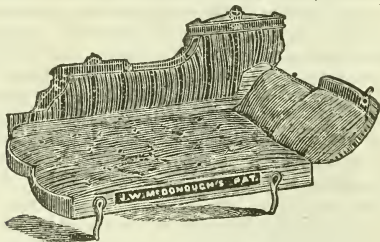
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These beautiful and convenient Lounges are sold by *Furniture Dealers generally*, and are manufactured for the Trade by

EUGENE D. LACOUNT,

37 1-2 Haverhill Street, Boston. . . . 37 1-2

great friend and supporter of the Massachusetts Colony, who came over with Governor Winthrop in the *Arbella*, the principal vessel of the fleet, and which had been named in respect of the *Lady Arbella*, Mr. Johnson's wife. Mr. Johnson was from the borough of Boston, in the county of Lincoln, to which he was much attached, and to the minister and poor of which he bequeathed money before the colonists had determined to come to America, and more than five years before the beloved teacher of the First Church, Rev. John Cotton, left England.

Boston is situated in the eastern part of Massachusetts. Its true latitude is $42^{\circ} 21' 27.6''$ north, and its longitude $5^{\circ} 59' 18''$ east from Washington, and $71^{\circ} 3' 30''$ west from Greenwich, in England. When it is noon at Boston, it is 44 minutes and 14 seconds past four o'clock, P. M., at Greenwich observatory, and 33 minutes past eleven o'clock, A. M., at Washington. The longest day at Boston is of fifteen hours and sixteen minutes, on the twentieth of June, and the shortest is of nine hours and three minutes, on the twenty-first of December.

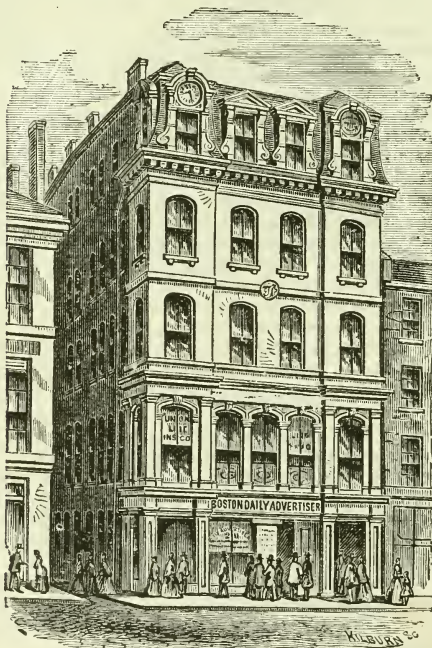
At first, Boston consisted of the peninsula and islands in the harbor, and what now constitutes the city of Chelsea, and the towns of Revere, Winthrop, Brookline, and Quincy, severally under the ancient appellations of Winnisimmet, Rumney Marsh, Pulling Point, Muddy Brook, and Mount Wollaston. Mount Wollaston became part of Braintree on the thirteenth of May, 1640; Muddy Brook, of Newton, on the twenty-fifth of September, 1634; and Winnisimmet, Rumney Marsh, and Pulling Point became Chelsea on the ninth of January, 1738-9. Subsequently, Dorchester Neck and Point were annexed to Boston, on the sixth of March, 1804, and Washington Village, formerly a part of Dorchester also, on the twenty-first of May, 1855. The city of Roxbury was annexed to Boston on the sixth of January, 1868, and the remaining part of Dorchester on the third of January, 1870. Boston may now be said to contain nearly ten thousand acres.

On the fourth of March, 1822, the city charter was adopted, and the first municipal election took place on the second Monday in April, of the same year. The time of election was changed, in 1825, to the second Monday of December; and on the thir-

Boston Daily and Weekly Advertiser.

29 Court Street, Boston 29

SEMI-WEEKLY ADVERTISER.



BOSTON WEEKLY ADVERTISER.

Daily	\$12.00 per Annum.
Semi-Weekly	4.00 per Annum.
Weekly	2.00 per Annum.

E. F. WATERS, TREASURER.

teenth of November, 1851, the charter was considerably amended in the form in which it is now in force.

By the census taken in June, 1870, the city was found to contain 250,526 inhabitants, being the seventh in size in respect to population in the United States. Were the cities and towns in its immediate neighborhood, whose residents do business in Boston, or are closely connected with it by manufacturing, included in the metropolis, this number would be very much larger. In point of commercial importance, it ranks as the second city in the Union. Its last ascertained valuation in 1872, amounted to \$638,870,531.46, and its annual expenditures are about \$13,000,000 on account of the city, and \$272,000 on account of the county of Suffolk. It contains about 27,457 dwelling houses, 75 hotels, and 107 public school-houses. . About 37,000 pupils attend the free schools, which were instituted at the first founding of the town.

In form, Boston is very irregular, in consequence of the occasional annexation of territory, and on account of its being bounded so largely by its harbor and the contiguous rivers, the Charles and Neponset. Indeed, by these rivers, which are connected together by a small stream called "Mother Brook," the city, together with a few towns which will undoubtedly ultimately be annexed to it, is truly an island, being entirely surrounded by water. On the east, it is bounded by the harbor; on the north, it is connected with Winthrop by a free bridge, with Chelsea by free bridges and a ferry, and with Charlestown by free bridges; on the west, it is connected with Cambridge by free bridges, and it is separated from Brookline by Muddy Brook; and on the south, it joins West Roxbury and Hyde Park, and is separated from Milton and Quincy by the Neponset River, over which are several free bridges. Diverging from it in all directions are railroads, all of which are connected together by a junction or marginal railroad. Communications to the neighboring cities and towns are had constantly by means of horse-railroads and omnibusses.

Boston originally contained many hills. On the peninsula, were Beacon, Copp's, and Fort Hill; in Chelsea, were Powderhorn Hill and Mount Bellingham and others; in South Boston, were Dorchester Heights and Nook's Hill; in Roxbury, were the

Saint James Hotel, Boston.

SITUATED in what will soon be the central part of Boston proper, surrounded by the mansions of its merchant princes and wealthy citizens, easy of access by Horse-Cars from all the Railroad Stations and Places of Amusement in the city, with one of Boston's most beautiful Parks in the foreground, and Washington Street, the main artery or thoroughfare of the city, passing near the door, stands the

SAINT JAMES HOTEL,

Newton Street Franklin Square.

This Elegant Hotel is **Sumptuously Furnished**. Its Single Apartments and Suites of Rooms are provided with every convenience; and all the latest improvements that pertain to a Palace Hotel will be found at this House. The St. James is furnished with a

Passenger Elevator, or Vertical Railway,

which is at the service of Guests from 6.30 A. M. till 12 at night. This quick and ready means for ascending or descending to any floor of the building is a modern convenience and luxury that is invaluable for Invalids and Ladies, and a comfort and time-saver to men of business who make this House their home at any time. **Bathing-Rooms** and **Water Conveniences** are provided throughout the Hotel; **Billiard** and **Reading-Rooms**, with all the conveniences of a **Cafe**, and Superb Public and Private Dining Saloons furnish the Guests of the Hotel with every requisite for Amusement and Refreshment, and Carriages are supplied at all times, while the general Elegance and Luxury that pervades this Spacious and Magnificent House, renders it a delightful Residence. Travellers and Tourists should visit the

SAINT JAMES HOTEL, Boston,

Facing Franklin Square, on Newton St., near Washington St.

Highlands and Parker's Hill; and in Dorchester, were Meeting-House Hill, Mount Bowdoin, Wellington's Hill, Codman's Hill, and others. On several of these, fortifications and entrenchments were erected during the Revolutionary war, as have also been forts and breastworks on the various eminences of the islands in the harbor.

The border of the peninsula was indented by several coves, between which projected headlands or points. The peninsula was noted in ancient times for its two great springs—the Governor's Spring in Spring Lane, and Blackstone's Spring near Louisburg square,—and also for the town's watering place, a small pond near Bedford street, and the Frog Pond on the Common. These, with the public wells and the town pumps, afforded the free supply of water to the inhabitants. In later years (in 1795), the Boston Aqueduct Company was empowered to bring water from Jamaica Pond in West Roxbury; and on the twenty-fifth of October, 1848, a supply of pure water was introduced from Lake Cochituate in Framingham. An additional supply was obtained on the first of January, 1870, from Mistick Pond; and a further and sufficiently abundant supply will soon be had from Sudbury river, as power was granted to the city on the eighth of April, 1872, to take water therefrom, and the city council has made an appropriation therefor.

The city is divided into sixteen wards, and forms the largest part of two congressional districts. It has its noted Common, a Public Garden and large number of public squares, and will undoubtedly soon have a public park equal in real beauty and convenience to any in the country. It has its graveyards in the city proper and its suburbs, but most of the interments are now made in the suburban cemeteries, which are numerous and very handsomely and artistically laid out and ornamented. It has its public buildings, which are most commodiously and thoroughly constructed. Among these last, may be mentioned Faneuil Hall and the Old State House of historic and patriotic reputation, the State House, City Hall, Public Library, Hospital, and other public institutions. Its meeting houses and dwelling houses are well built, and mostly of stone or brick, and its stores and warehouses are of the best construction. It has Fire and Police Departments unequalled by those of any city in the country, and is noted as being the headquarters of many of the chief institutions and societies of learning, science, art, reform and philanthropy. In Boston were early cultivated the principles of religion, liberty and self government, and here were planted the first seeds that led to the establishments of our free institutions and government. Here, and in this neighborhood, were established the first successful settlements in the country by civilized Europeans. Every part of Boston has its history, and teems with noted events and interesting associations of the past, and exhibits the strongest evidence of advance and prosperity.

Parker House, on School Street.

Grand Entrances on School and Tremont Streets.

THIS famous Public House stands unrivalled in the perfection of every detail that is requisite for the comfort, convenience, and gratification of its guests. The

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Ample Accommodations in Private Rooms for Dinner Parties, etc., with the most perfect arrangements and attendance to fete an Emperor or to dine a friend. **Billiard Tables** and a capital Lunch Room are also attached to the

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 Hotel Boylston (suites) . . cor. Tremont and Boylston streets.
 Hotel Hamilton, cor. Commonwealth ave. and Clarendon streets.
 Hotel Pelham; Boylston, cor. Tremont C. Englert.
 Marlboro'; 227 Washington Roberts & Champlin.
 Maverick; Maverick square, E. B. John A. Parks.
 New England; 26 Clinton L. Maynard.
 Norfolk; Eliot square (Highlands) C. A. Jones.
 Parker; School street H. D. Parker & Co.
 Parks; 187 Washington T. Boynton.
 Pavillion; 57 Tremont H. F. Gardner.
 Quincy; 1 Brattle square A. Long.
 Revere; Bowdoin square Wetherbee & Co.
 St. James; Franklin square M. M. Ballou.
 Tremont; Tremont street. Wetherbee & Co.
 United States; Beach street Barnes, Buck & Co.
 Waverley; City square, Charlestown.
 Webster; 382 Hanover. Smith & Barnard.
 Wilds'; 46 Elm Gray, Bell & Bailey.
 Young's; Cornhill court George Young.
 Copeland's Saloons; 4 Tremont row, and 208 Washington street.
 Tremont House Restaurant . . . Tremont, cor. Beacon street.
 Bellevue; 17 Beacon street. . . French Café; Bowdoin square.
 Copeland & Co's. Saloon; 128 Tremont street.
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AMERICAN HOUSE,

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LEWIS RICE & SON,

PROPRIETORS HANOVER STREET BOSTON.

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THE Boston System of Public-School Education is generally conceded to be, on the whole, the best of any in the world. The term "*Hub of the Universe*," so playfully applied to this city by our *rival sisters*, if less *Truthful*, would not be so often repeated. Boston contains, in round numbers, a population of 250,000; and provides accommodations for 40,000 children, in six High Schools, thirty-seven Grammar Schools, three hundred and twenty-four Primary, and two licensed Minor Schools, with 880 regular Teachers, 20 special Teachers, and 93 evening Teachers; at an annual cost of 1,250,000 dollars. Its private schools are also numerous, and of superior excellence. The Public-School Buildings are open to visitors, and well worth seeing. Any one desirous of *thoroughly* investigating the system should apply directly to the Superintendent of Public Schools, Mr. JOHN D. PHILBRICK, at City Hall.

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Girls' High and Normal; West Newton Street.	Everett; Northampton Street.
Roxbury Latin; Kearsarge ave.	Franklin; . . Ringgold Street.
Roxbury High; Kenilworth St.	Hancock; . . Parmenter Street.
Dorchester High; Dorchester Avenue.	Lawrence; . . S. B., B & 3d St.
Adams; . . E. B., Sumner St.	Lewis; Highlands, Dale Street.
Bigelow; . . So. Boston, 4th St.	Lincoln; . . S. B., Broadway.
Bowditch; . . . South Street.	Lyman; . . E. B., Meridian St.
Bowdoin; . . . Myrtle Street.	Mayhew; . . Hawkins Street.
Boylston; Fort Hill.	Norcross; S. B., D and 5th St.
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Chapman; . . E. B., Eutaw St.	Prescott; . . E. B., Prescott St.
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Bowdoin-sq. Bap.; Bowdoin Sq. . . . No pastor (May, 1872).

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Mount Vernon; Ashburton Pl.; Cong. Rev. E. N. Kirk, D. D.;

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Lynn. — Office, 73 Cornhill. Cars leave for Lynn, *via* Charlestown, every hour; on Sundays, every 30 minutes; Chelsea, *via* Charlestown, every 10 minutes; Revere Beach, after June 1, every 30 minutes until autumn.

Metropolitan. — Office, 98 Tremont Street. Cars leave for Tremont Street, and Boston Neck, every 5 minutes; Mt. Pleasant, Grove Hall, Brookline, Jamaica Plains, Dorchester, every 30 minutes; Forest Hill, every 60 minutes; East Boston, from Berkeley Street and Providence Depot, every 15 minutes. Foot of Summer Street, for Washington Village and City Point, every 15 minutes; Met'g Ho. Hill, every 30 min's; Milton, every hour.

Middlesex. — Office, 27 Tremont Row, opp. head of Cornhill Street. Cars leave for Charlestown Neck and Bunker Hill, every 10 minutes; Malden, Medford, every hour; Sundays, every 30 minutes; Somerville, every 30 minutes; Winter Hill, every 20 minutes; Charlestown Square, every 5 minutes.

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The Steamer "ROSE STANDISH" will, on and after June 15th, leave *Rowe's Wharf*, junction of Atlantic Avenue and Broad Street, daily, at 9.30 A. M., and 2.20 P. M., for *Nantasket Beach*, the finest sea-side resort in the vicinity of Boston. Fare 25 cents each way.

On Sundays will leave Boston at 10.00 A. M. and 2.30 P. M. Fare on Sundays, 50 cents each way.

The Steamer "JOHN ROMER," during the Summer Season, leaves *Liverpool Wharf*, foot of Pearl Street, at 9.15 A. M., 2.30, and 5.30 P. M. for **Hingham**, touching at **Hull** and **Downer Landing**. Returning, leaves Hingham at 7.30 and 10.30 A. M., and 3.45 P. M.

Both the above Boats have just been thoroughly overhauled, and the "John Romer" fitted with new boilers of unusual strength.

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The tourist will find at Hingham the oldest church in the United States; and in the beautiful Cemetery adjoining, the tomb of Major-General Lincoln, of the Revolutionary Army, and the grave of JOHN A. ANDREW, the beloved "*War Governor*" of the State.

At Melville Gardens, Downer Landing, an hour or two can be spent pleasantly; and the pleasure-seeker, by going to Hingham in the morning, can, after visiting the objects of interest there, take a carriage either to Nantasket Beach or the Melville Gardens, and return to Boston from there on the afternoon Boat.

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Portland. — Steamers leave India Wharf every day, at 7.00 P. M. in summer, and 5.00 P. M. in winter.

Provincetown. — Steamer "Geo. Shattuck," Capt. G. B. Smith, leaves north side of Central Wharf every Wednesday and Saturday, at 9.30 A. M. Returns Mondays and Thursdays.

Hull, Hingham, and Nantasket. — Steamers leave Liverpool, Litchfield, and Rowe's Wharves several times a day during summer. See cover, page 2, and page 24.

Nahant. — Steamer leaves India Wharf. See page 76.

Lynn, via Nahant. — Steamer. India Wharf. See p. 84.

Gloucester. — Steamer leaves Battery Wharf. See page 88.

Chelsea Ferry. — Foot of Hanover St. Boats every 15 min.

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For children between four and twelve years of age, accompanied by an adult, twenty-five cents each; for children under four years of age, no charge can be made.

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BOSTON HIGHLANDS. — For one adult from any place in the city north of Essex and Boylston Streets, to the Highlands, or from thence to any place in the city, north of Essex and Boylston Streets \$1.25; for two adults \$1.00 each, for four adult passengers 75 cents each. *From* points south of Essex and Boylston north of Dover and Berkeley Streets to or from any part of the Highlands, for two passengers one dollar each; for three passengers 75 cents each; four pass. 62½ cents each, to or from any part of the city proper (south of Dover, and Berkeley, Sts.) and Boston Highlands, \$1.25; two pass. 75 cts. each; three or more 50 cts. each.

DORCHESTER. — Within the limits of ward 16 (Dorchester) one dollar; for two adults, 50 cts. each; between 11 P. M. and 5 A. M. one adult \$1.50; two persons 75 cts. each, and 50 cts. for every additional person.

From north of Centre St. Dorchester, to the city proper south of Summer and Beacon Sts. three dollars for one, two, three or four passengers. When to north of Summer and Beacon Sts. \$4.00 for one, two, three, or four passengers. From south of Centre St. Dorchester, to south of Summer and Beacon in the city, five dollars for one, two, three, or four passengers; from south of Centre St. Dorchester to any point north of Summer and Beacon Sts; six dollars for one, two, three or four passengers. Children between four and twelve years of age one half these rates; under four years of age no charge. Two trunks allowed free, all over, 50 cents each. The above rates are established by the city, and any driver who refuses to carry passengers from any R. R. Station or Steamboat landing, to any point in Boston, or who over charges, is liable to a fine of not over 50 dollars.

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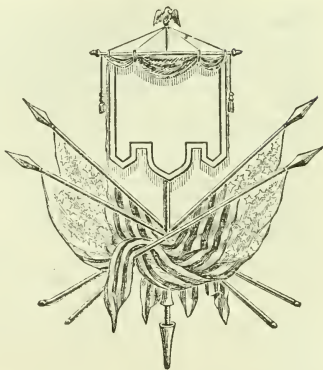
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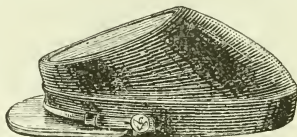
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Odd Fellows' Hall is located at 548 Washington Street where are held the principal meetings of this Order. The Grand Lodge meets semi-annually the first Thursday in February, and August. The Grand Encampment meets the Wednesday preceding the first Thursday in August.

Sons of Temperance. — The principal Division meetings in Boston are held at 176 Tremont St. 46 Washington St. 3 Tremont Row. The annual Session is held on the third Wednesday in October.

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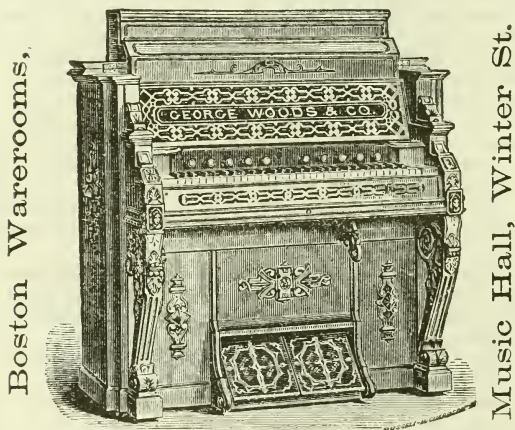
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129.	Cor. Sixth and B Streets.
131.	Cor. Eighth and G Streets.
132.	Cor. Broadway & Dorchester St.
134.	Cor. Fifth and D Streets.
135.	Cor. Eighth and K Streets.
136.	Cor. First and K Streets.
137.	Fourth St. bet. K & L. (St'r Ho.)
138.	House of Correction (Gate).
141.	Boston Wharf.
142.	Page's Mill, First Street.
145.	Cor. Fourth and P Streets.

EAST BOSTON.

151.	Ferry House.
152.	Cor. Sumner and Lamson Sts.
153.	Cor. Webster and Orleans Sts.
154.	Cor. Maverick & Meridian Sts.
156.	Cor. Sumner and Border Sts.
157.	Cor. Decatur and Liverpool Sts.
158.	Cor. Paris and Decatur Sts.
161.	Grand Junction Yard.
162.	Cor. Bennington St. & Cent'l Sq.
163.	Cor. Chelsea and Marion Sts.
164.	Simpson's wharf, Marginal St.
165.	Cor. Marion and Trenton Sts.
167.	Smith & Co's W'ks, Maverick St.
171.	Porter's Wharf, Border Street.
172.	Pottery Works, 146 Condon St.
173.	Cor. Eagle and Glendon Sts.
174.	Cor. Brooks and Saratoga Sts.
175.	Cor. Chelsea and Saratoga Sts.
176.	Tube Works, Saratoga St.
178.	Cor. Moore and Saratoga Sts.

ROXBURY.

212.	Cor. Albany and Hampden Sts.
213.	Cor. Norfolk Av. and Hampden.
214.	Cor. Washington & Arnold Sts.

Pharmacy, Medicine, Prescriptions.

THERE is no branch of commerce which requires the constant practice of so much care, experience, and skill, and that is fraught with so much of interest to civilized communities, as that of Chemists and Druggists; and the Pharmacist who is most skilled in the Compilation, Manufacture, and Preparation of Medicines, and especially of Prescriptions for the Sick, is sure to be held in high repute by the Profession and the Public. Probably the most Perfect Establishment in the United States for the Manufacture and Sale of all that belongs to the Trade of Chemists, Druggists, and Pharmacists, is that of

THEODORE METCALF & CO., *Chemists and Apothecaries,*

39 . Tremont Street, Boston . 39

Founded by Mr. THEODORE METCALF in 1837, the present senior member of the house. All of the members of the Firm are practical and skilled Apothecaries and members of the College of Pharmacy, and American Pharmaceutical Association, Mr. S. M. COLCORD being at present the President of the Massachusetts College of Pharmacy. The additions to their Store just completed extend it through to Pemberton Square, 120 feet by 40 feet wide, — the Prescription and Retail Department, or front Store, being 83 feet deep, in the rear of which are ample Laboratories, Stock Rooms, Furnaces, Drying Rooms, Packing Rooms, and Water Conveniences; while the Cellars beneath (120 feet long by 40 feet wide) contain abundant Bottling and Storage Rooms, the Steam Boiler, etc., etc.

Messrs. T. METCALF & Co. keep constantly on hand a complete Stock of the finest quality of **Toilet Articles, Combs, Brushes, Mirrors, Pomades, Pungents, Perfumes, Pocket-Books, Puffs**, etc. Also a perfect variety of Dietetic Preparations for Infants and Invalids, and innumerable Preparations of their own Manufacture, together with careful selections of the best Articles of other reliable Manufacturers. Six competent Prescription Clerks, graduates in Pharmacy, are in charge of the Prescription Department.

T. METCALF, S. M. COLCORD, T. DOLIBER, PROPRIETORS,

39 . . . Tremont Street, Boston, Mass. . . . 39

ROXBURY, (Con.)

No.	LOCATION OF BOXES.
215.	Cor. Tremont and Cabot Sts.
216.	Cor. Ruggles and Parker Sts.
217.	Cor. Ruggles and Tremont Sts.
218.	Cor. Ruggles St. & Shawmut Av.
219.	Longwood Av. (Carpet Factory.)
231.	Hook and Ladder Eustis St.
232.	Cor. Eustis and Dearborn Sts.
234.	Cor. Dudley St. & Blue Hill Av.
235.	Cor. Warren and Dudley Sts.
236.	Cor. Cabot and Culvert Sts.
237.	Cor. Dudley and Putnam Sts.
241.	Cor. Warren St. and Walnut Av.
242.	Cor. Clifford St. & Blue Hill Av.
243.	Engine No. 14, Centre Street.
245.	Junction Washington & Trem't.
246.	Longwood.
247.	Cor. Tremont and Francis Sts.
248.	Repair Shop B. & Prov. R. R.
251.	Cor. Highland and Cedar Sts.
252.	Cor. Dale St. and Shawmut Av.
253.	Cor. Warren St. & Blue Hill Av.
254.	Cor. Pyncheon and Heath St.
256.	School-House, Heath St.
257.	Cor. Townsend and Warren Sts.

DORCHESTER.

No.	LOCATION OF BOXES.
312.	Cor. Boston & Mt. Vernon Sts.
313.	Cor. Dorchester Av. & Cottage St.
314.	Engine House, 21 Boston St.
315.	Cor. Stoughton and Cottage Sts.
316.	Engine House, Meeting-H. Hill.
317.	Cor. Bird and Ceylon Sts.
321.	Savin Hill.
323.	Glover's Corner.
324.	Cor. Green and Bowdoin Sts.
325.	Field's Corner.
326.	Harrison Square.
327.	Harris School-House, Adams St.
341.	Cor. Commercial & Preston Sts.
342.	Cor. Neponset Av. & Minot St.
343.	Cor. Water and Walnut Sts.
345.	Cor. Adams and Granite Sts.
346.	Cor. Dorchester Av. & Codman.
347.	Cor. Washin'n St. & Warren Pl.
351.	Cor. Washington & River Sts.
352.	Cor. River and Cedar Sts.
353.	Engine House No. 19, Norfolk St.
354.	Cor. Norfolk and Madison Sts.
356.	Cor. Washington & Norfolk Sts.
357.	Engine House, 18 Harvard St.
361.	Cor. Harvard St. & Blue Hill Av.

J. F. KENNARD, Sm't.,
City Hall.

Regulations concerning Fire Alarms.

FIRE ALARM to be given by striking three or more rounds.

SECOND ALARM to be given by striking ten blows.

THIRD ALARM to be given by striking twelve blows twice, thus: 12-12.

In cases where the *entire department* are required, signal to be given by striking twelve blows three times, thus: 12-12-12.

In cases where the Hook and Ladder Companies *only* are wanted, signal to be given by striking ten blows once, with the No. of the Company struck twice, thus:

H. & L. No. ONE,	10-1-1
H. & L. No. TWO,	10-2-2
H. & L. No. THREE,	10-3-3
H. & L. No. FOUR,	10-4-4
H. & L. No. FIVE,	10-5-5
H. & L. No. SIX,	10-6-6
H. & L. No. SEVEN,	10-7-7

If more than one Hook & Ladder Company is wanted, the signal will be given thus:

H. & L. ONE & THREE,	10-1-1-3-3
H. & L. TWO & FOUR,	10-2-2-4-4
H. & L. FIVE & SEVEN,	10-5-5-7-7

No person will give alarms for the same fire (after the first alarm has been given), without an order from an Engineer, and the person so ordered will be *sure* to go to the *same box* from which the first alarm was given, and report the same to the Chief Engineer.

JOHN S. DAMRELL,
Chief Engineer B. F. D.

New England Conservatory of Music.

THE great number of advantages afforded to the pupils of the **New England Conservatory of Music**, which may be termed the

LARGEST MUSIC SCHOOL IN THE WORLD,

are of incalculable value to those who desire to perfect themselves or their Children in every department of **VOCAL** and **INSTRUMENTAL MUSIC**, at the *lowest rates of Tuition*, and under the Instruction of the *Most Eminent Teachers*. Established in February, 1867, it has attained an unequalled growth and prestige. **Seven Thousand Pupils** have attended upon its Classes, and its graduates occupy positions of distinction in all sections of the country. Its list of Teachers are well known leaders in the profession. *Fifteen Dollars per Term is the Highest Charge in any Department.* Prominent among its numerous advantages is

An Orchestra Embracing the Best Artists,

who will give Monthly Concerts in Music Hall during the sessions of the School. The programmes will be composed of Symphonies, Concertos for Piano and Orchestra, Overtures, String Quartettes, Trios for Piano, Violin and 'Cello, Vocal Pieces, etc.; affording opportunity for advanced pupils of the Conservatory to play and sing with orchestral accompaniment. Classes in Harmony, Singing at Sight, Lectures, Concerts, Oratorio Rehearsals, a fine Musical Library, Organ Practice, etc., are *Free to Pupils*. The establishment of a

MUSICAL UNIVERSITY,

in addition and in connection with a new

EDUCATIONAL INSTITUTION,

which has already been for kindred purposes

MUNIFICENTLY ENDOWED,

with advanced Courses of Study, and the power to confer Musical Degrees, is in contemplation at the beginning of the

Fall Term, September 9.

The School Year is divided into four Terms, of Ten Weeks each, commencing in February, April, September, and November, respectively. Circulars, containing all particulars, may be obtained on application to

EBEN TOURJÉE, Director,

Boston Music Hall, Winter Street.

Railroads and Railway Stations.

Boston & Albany. — Station, Beach, corner Lincoln Street; Supt., C. O. Russell; Asst. Supt., A. Firth. Thirty-four passenger-trains leave, and thirty-five arrive, at this station daily. Trains for Albany, *via* Worcester, Springfield, and Pittsfield, leave at 5.00, 8.30, 9.00 A.M.; 3.00 and 9 P.M. For New York, *via* Springfield, Hartford, and New Haven, at 9.00 A.M., and 3.00 and 9.00 P.M. Sunday mail at 8.30 P.M. Steamboat train, *via* Norwich and New London, at 5.30 P.M. For Worcester, 5, 7, 8.30, 9, A.M.; 1.30, 3, 4.30, P.M. For Brighton and Newton, 7, 7.30, 10, A.M.; 1.30, 3.10, 4, 5, 6.35, 8, 10, 11, P.M. For Brookline, 7.15, 8, 9.45, A.M.; 12.15, 12.45, 2.30, 3.30, 4.45, 5.40, 6.15, 7.15, 9.35, 10.55, P.M. Sundays, 10.10, A.M.; 12.45, 4.45, P.M. For other way-stations, see local papers.

Boston, Hartford & Erie. — Station, foot of Summer St.; Supt., W. M. Parker. Eleven passenger-trains leave, and eleven arrive, at this station daily. Trains for stations on Norwich and Worcester division leave at 8.00 A.M., and 3.30 P.M. For New York, *via* Norwich and New London, 6.00 P.M. For Blue Hill (Readville), 7.30, 8, 10.45 A.M.; 12.15, 2.30, 3.30, 4.20, 5.15, 6.25, 10 P.M. For other way-stations, see local papers.

Boston & Lowell. — Station, Causeway Street; Supt., J. B. Winslow. Seventeen passenger-trains leave, and sixteen arrive, at this station daily. Trains for White River Junction, New Hampshire, Vermont, Montreal, and the Canadas, Vermont Central Route, leave at 8 A.M.; 12 M.; 5 and 6 P.M. For Concord, 7, 8, A.M.; 12 M.; 2.30, 5 and 6, P.M. For Lowell, 7, 8, 10, A.M.; 12 M.; 2.30, 4, 5, 6, P.M. For other way-stations, see local papers.

Boston & Maine. — Station, Haymarket Square; Supt., Wm. Merritt. Thirty-three passenger-trains leave, and thirty-three arrive, at this station daily. Trains for Portland and East, *via* Lawrence, Exeter and Dover, leave at 7.30, 8.30, A.M.; 12.15, 3 and 8, P.M.; Monday, Wednesday, Friday, 6, P.M. For Manchester, Concord, and Upper R. R., 7.30, A.M.; 12.15, 5, P.M. For Lawrence, 7, 7.30, 8.30, 10.15, 11.30, A.M.; 12.15, 3, 3.30, 5, 6 P.M. For Haverhill, 7.30, 7.45, 8.30, A.M.; 12.15, 3, 3.15, 5, 5.15, 6, 6.15, P.M. For way-stations, see local papers.

Boston, Saratoga, Lake George, Adirondacks.

The Most Direct Route. From Boston to Saratoga, and thence to Lake George, Lake Champlain, the Adirondack Wilderness, or Niagara Falls and Canada, is, perhaps, at the head of the list of summer tours; certainly it stands unrivalled. The following direct route is for this tour, also the most delightful:

Leaving the Fitchburg Railroad Station, Causeway Street, at 7.30, or 11.00 A. M., or at 5.30 P. M. By the

FITCHBURG AND CHESHIRE

Through Line Railroad,

Via Fitchburg, Keene, Bellows Falls, and Rutland, and thence to Saratoga, Lake George, etc., or north to Burlington, Lake Champlain, and Plattsburg, and thence north to Canada, Niagara Falls, etc.; or from Plattsburg to Ausable by rail, and thence by stage, to the Adirondack Wilderness.

Pullman Palace Cars run through to Saratoga on the Morning Trains, on this line *only*, and nothing is omitted that can add to the comfort and pleasure of those who travel by this route. The Scenery on the route is extremely beautiful and diversified.

Regular and Excursion Tickets to the points above named and return, also connecting with the Direct Line to White Mountains, and other Summer Routes, are sold at the

Office, 82 Washington Street, Boston.

C. A. FAXON, GENERAL AGENT.

Boston & Providence.—Station, foot of the Common; Supt., A. A. Folsom. Twenty-eight passenger-trains leave, and twenty-eight arrive, at this station daily. Trains for New York, Shore Line, *viâ* Providence, New London, and New Haven, leave at 11.10 A.M., and 9.00 P.M. Sunday mail-train at 8.30 P.M. Steamboat train, *viâ* Stonington, at 5.30 P.M. For Providence, 7.30, 10.30, 11.10 A.M.; 2, 4, 5.30, 9 P.M. Taunton, 7.30, 11.10 A.M.; 2, 4.35, 5.30 P.M. New Bedford, 7.30, 11.10 A.M.; 4.35 P.M. Dedham Branch, and way-stations, see local papers.

Eastern.—Station, Causeway Street; Supt., J. Prescott. Twenty-eight passenger-trains leave, and thirty-three arrive, at this station daily. Trains for Portland, *viâ* Salem, Newburyport, and Portsmouth, leave at 7.30, 8.30 A.M., 12.15, 3.00, 8.00 P.M. Monday, Wednesday, and Friday at 6.00 P.M. For Gloucester and Rockport, 7.15, 10.45, A.M.; 2.15, 5, 6.15 P.M. Portsmouth, 7.30, 8.30, A.M.; 12.15, 3, 4.45, 8, P.M. Newburyport, 7.30, 8.30, 10, A.M.; 12.15, 3, 4.45, 6, 6.15, 8, P.M. Salem, Marblehead, Lynn, and other way-stations, see local papers.

Fitchburg.—Station, Causeway Street; Supt., C. L. Heywood. Twenty passenger-trains leave, and twenty-three arrive, at this station daily. Trains for Brattleboro, Rutland, Burlington, St. Albans, Ogdensburg, Montreal, Saratoga, Troy, Albany, Niagara Falls, and other points West and North, leave at 7.30, and 11.00, A.M.; 5.30, P.M. Through tickets may be had at 82 Washington Street; C. A. Faxon, General Agent F. R. & S. Line. For Fitchburg and Groton Junction, 6.15, 7.30, 11, A.M.; 2.35, 4, 5.30, P.M. Waltham, Mt. Auburn, 6.15, 7, 8, 8.30, 11, A.M.; 12, M; 2.15, 2.45, 4, 5, 6, 6.25, 7.30, 9.30 11.15, P.M.; other way-stations, see local papers.

Old Colony.—Station, Kneeland Street; Supt., J. R. Kendrick. Thirty-three passenger-trains leave, and thirty-two arrive, at this station daily. Trains for Newport, *viâ* Taunton and Fall River, leave at 8.30, A.M., 4.30, P.M. Steamboat train for New York, *viâ* Fall River, 5.30, P.M. For Plymouth, 8, A.M.; 2.30, 5, P.M. Middleboro', 8, A.M.; 3.35, 4, 6, P.M. Bridgewater, 8, 11, A.M.; 12, M.; 3.35, 4, 5, 6, P.M. New Bedford, 8, A.M.; 3.30, 4, P.M. Fall River, 8, 8.30, A.M.; 12, M.; 2.40, 4, 4.30, 5.30, P.M. Sunday trains, South Braintree and way-stations, leave Boston, at 8.30, A.M.; 12.45, 5, P.M. For Fall River, and way-stations, at 5, P.M.; other way-stations, see local papers.

Strangers will find excellent refreshment rooms at all of the above stations, which are usually open from about 7 A.M. until 8, P.M. For hack-fares from depots, see page 27 of Guide.

Tourists, Travellers, and Pleasure Seekers.

THERE is no greater pleasure in store for those who spend part of their time, or their Summer Vacation, in travelling, than that afforded by selecting and passing over a well defined Route, where the comforts and luxuries of life may be obtained *en route*, while some of the grandest of Nature's myriad beauties and wonderful Scenery may be enjoyed. Those Routes are most desirable where MOUNTAINS, FIELDS, and FORESTS, interspersed with LAKES, RIVERS, and WATERFALLS, present a constant series of enchanting changes to vary the scenery, and to gratify the eye and senses of the Traveller. The

Grand Trunk Railway,

and its innumerable connections West and North, provides delightful Routes to the

WHITE MOUNTAINS,

Saratoga, Lake Champlain, Lake George, Lake Ontario, and Upper Lakes;

NIAGARA FALLS,

THOUSAND ISLANDS,

**The Rapids of the St. Lawrence, Montreal, Quebec
Cacouna, Tadousac, Ha-Ha Bay, etc., etc.**

TICKETS GOOD FROM MAY 1ST TO NOVEMBER 1ST.

The Grand Trunk Railway is rapidly being relaid with the finest STEEL RAILS, and the line is equipped with **First Class Cars**, and the latest improved

Pullman Palace Drawing-Room and Sleeping Cars.

Tickets and Information furnished at the Boston Agency, 134 Washington Street. See page 44.

S. SHACKELL, AGENT.

Routes to New York and West.

Land Route, — Via, Springfield, Worcester, New Haven. Cars leave Boston and Albany Railroad Station at 9 A.M., 3 and 9 P.M. Sunday at 8.30 P.M. Palace Cars are run, and at night sleeping cars are attached. Trains reach New York in nine hours usual time.

Land Route, called Shore Line, — Via, Providence, New London, Hartford, New Haven. Cars leave Boston and Providence Railroad Station, at 11.10 A.M., and 9 P.M. Sunday at 8.30 P. M. Palace Cars are run; and at night Sleeping Cars are attached. Nine hours to New York.

Steamboat and Car Route, — Via, Worcester, Norwich and New London, and Long Island Sound. Cars leave Boston and Albany Railroad Station at 5.30 P.M., daily, Sundays excepted. State rooms and supper may be obtained on board the steamers.

Steamboat and Cars, — Via, Providence, Stonington and Long Island Sound. Cars leave Boston and Providence Railroad Station at 5.30 P.M., daily, Sundays excepted. State rooms and supper may be obtained on board the steamers.

Steamboat and Cars, — Via, Bristol, Fall River and Long Island Sound. Cars leave Boston Old Colony Depot at 5.30 P.M., daily, Sundays excepted. State rooms and supper may be obtained on board the steamers.

Hartford and Erie Railroad Cars leave daily, Sundays excepted, at 6 P.M., via, Norwich and New London.

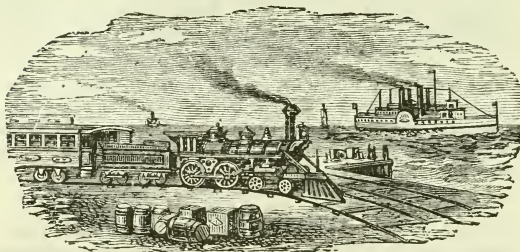
Fares by Land Routes, six dollars; by Steamboats, five dollars. Sleeping Cars, Palace Cars, State Rooms, Supper, extra.

Great Western Route, via, Albany, Saratoga, Suspension Bridge, Niagara Falls, etc. Cars leave Boston and Albany Railroad station at 9 A. M., 3 and 9 P. M.

Through Passengers Travelling West,

Will be furnished with Through Tickets for LESS than by any other all Rail Line, over the

GRAND TRUNK RAILWAY,



Via **PORTLAND, MONTREAL, or OGDENSBURG,**
NIAGARA, etc.,

To Detroit, Toledo, Cincinnati, Chicago, Milwaukee
Galena, Omaha, St. Paul, Quincy, St. Joseph,
Rock Island, St. Louis, and all points West,
Northwest and Southwest. Also, Sacra-
mento, San Francisco, Denver, Salt
Lake City, Ogden Cheyenne, and
to China and Japan.

Passengers have choice of Route West of Detroit.

Close connections are made without fail with the **GRAND TRUNK LINE OF STEAMERS AT SARNIA**, for Chicago, Milwaukee, Northport, Macinae, Duluth, etc., and in five days quicker time than by any other Rail and Water Line Running West. The Grand Trunk Railway is rapidly being relaid with the finest Steel Rails, and is completely equipped with First Class Cars, and the latest improved **Pullman Palace Drawing-Room and Sleeping Cars**, which are run on all their Through Day and Night Trains.

For Tickets and further information, apply at the

Boston Agency 131 Washington Street.

S. SHACKELL, AGENT.

C. J. BRYDGES, Managing Director, Montreal,

H. SHACKELL, Gen. Pass. Agent, Montreal.

Routes to Canada, White Mountains, Bangor, St. John, N. B.

Montreal, Quebec, Toronto, etc. — Trains leave the Lowell R. R. Station, Causeway St., at 8.00 A. M., 12 M., 5.00 and 6.00 P. M., over the Vermont Central R. R., *via* Lowell, Manchester, Concord, Burlington, St. Albans, and St. John.

Montreal, Quebec, White Mountains, etc. — Grand Trunk Line. — Cars leave Boston and Maine, and Eastern R. R. Stations, Haymarket Square and Causeway Street, at 7.30, 8.00 A. M., 12.15, 3 and 8 P. M., and Mondays, Wednesdays, and Fridays at 6.00 P. M.; connecting at Portland with G. T. R. R. for Canada, White Mountains, Island Pond.

Montreal, Quebec, via Fitchburg, Rutland, Burlington, Lake Champlain, Rouse's Point, etc. — Cars leave the Fitchburg R. R. Station, Causeway Street, at 7.30, 11, A. M., and 5.30 P. M.; also for Saratoga, Albany, etc.

Bangor, St. John, etc. — Trains leave the Eastern R. R. Station, Causeway Street, at 8.30 A. M. and 8.00 P. M. Pullman Palace Cars attach to these trains. This route reduces the time between Boston and St. John to twenty-one hours.

White Mountains. — This Summer resort is reached *via* Portland and the Grand Trunk R. R.; also *via* Littleton, over the Fitchburg R. R. Cars for Portland route leave Boston and Maine, and Eastern R. R. Stations at 7.30, 8.30 A. M., 12.15, 3.00 and 8.00 P. M. For Littleton, from Fitchburg R. R. Station, cars leave at 6.15, 11.00 A. M., 2.35, 4.00, and 5.30 P. M.

White Mountains. New Route open to Lancaster and connecting with stages to the Mountains at all points. Leave Boston & Maine R. R. station at 7.30 A. M. Leave Lowell R. R. station at 8.00 A. M.

Steamboat and Cars. — For White Mountains the Boat leaves India Wharf daily, except Sundays, at 7.00 P. M., for Portland, connecting with the Grand Trunk Railroad Trains for the foot of White Mountains direct.

Bangor and the Penobscot, also St. John and Halifax, per Steamboat. (See Steamboats, page 25.)

Dental Depots and Dentists' Material.

Boston Dental Depot Established in 1850.

SAMUEL S. WHITE,

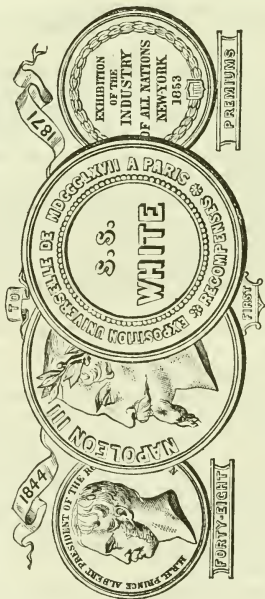
Dental Depots: { PHILADELPHIA. }
NEW YORK.

BOSTON.
CHICAGO.

MANUFACTURER AND IMPORTER OF EVERY DESCRIPTION OF DENTISTS' MATERIALS.

Forty-eight First Premiums Received.

Physicians' Extracting Cases, Forceps, Hypodermic and Abscess Syringes, Microscopes, Inhalers, Appliances for producing Local Anæsthesia, and Standard Medical Works.



Pure Gold, Silver, and Platina, Plate and Wire, at the lowest market prices. Files, Corundum Wheels, for grinding Steel, Porcelain, etc. Brush, Cotton and Felt Polishing Wheels; Tooth-Powder Boxes; Tooth-Powder and Brushes; Nitrate Ammonia; Dr. Lyon's Tooth Tablets, etc.

Publisher of the DENTAL COSMOS, a Monthly Record of Dental Science. Price \$2.50 a year. Specimen numbers GRATIS. Our Illustrated Catalogue sent on application.

13 and 16 Tremont Row . . . Boston.

Sole Agents for Archer's Barber Chairs, with Patent Adjustable Movement.

History and Topographical Description of Boston.

PROBABLY the most perfect record that exists of the "History of Boston" is the beautiful volume recently written by Nath. B. Shurtleff, M. D. who has passed several terms of honorable service as Mayor of Boston, and whose researches and scholarly attainments in this direction have rendered him perfectly familiar with the facts, figures, statistics, and topography of the Boston of 1630, and of its rise and progress to the Boston of 1872. Such a work possesses great interest to those born in the city, or within sight and sound of its Church bells, its busy hum, its princely dwellings, its countless warehouses, its State House and its peerless Common, and to those who though not having first seen the light of day within its precincts, have made it their residence, Dr. Shurtleff's History of Boston is a literary luxury; it is an epitome of facts about our Country's early career, about our fathers and about ourselves, of inestimable value to all who feel an interest in our City. The work has been published under the auspices and at the expense of the Boston City Government, by permission of Dr. Shurtleff. The book is a beautiful Imperial Octavo Volume of seven hundred and twenty pages, printed in bold, clear type, and contains two finely drawn maps, one of Boston in 1728, and one of the city and vicinity, harbor, islands and outer bay, both of which have been reproduced for this work from the best early and later authorities and surveys. Mr. Brown has drawn facts, figures, descriptions and tables for his NEW GUIDE BOOK for Boston from this copious history by the kind permission of the historian, who has not only rendered him this service, but consented to preface the "Guide" with a few facts about Boston. The article on page 5 of this "Guide Book" is by the author of the History of Boston, Nath. B. Shurtleff, M. D., to whom this work is inscribed by the author and publisher,

H. A. BROWN.

Lynn, Nahant, and Boston Harbor.

DELIGHTFULLY situated on the shores of the Ocean, at the eastern extremity of the small bay which bears the same name as the city itself, stands the CITY OF LYNN, famed for the magnitude of its traffic in, and manufacture of Boots and Shoes, as well as for its proximity to the Ocean, and the advantages it possesses as a Summer Residence or Resort. Three miles nearer to Boston Harbor, and connected with Lynn by a long Sandy Beach, which forms the Shores of Lynn Bay, lies the Rocky Promontory of NAHANT, the geological formation and surroundings of which are extremely curious and interesting. The beauty and romantic character of the Ocean and Inland Scenery viewed from Nahant is charming. On this famous Pinnacle, which rises out of the Ocean, will be found the celebrated Summer Resort, MAOLIS GARDENS, from whence Views may be had of the whole of the Eastern Shores of Massachusetts Bay, also of the Ocean, with EGG ROCK, and the Lighthouse thereon, standing alone in the distance. Summer-Houses, shaded Piazzas, and a Restaurant are in Maolis Gardens, which afford accommodations, Refreshments, and Shade for the comfort and entertainment of Visitors. Everything is conducted for the best good of the Public, and it is the Summer Resort of thousands of the best class of our citizens.

The Lynn and Boston Transportation Company's Beautiful Steamers "**Meta**" and "**Carrie**" leave India Wharf, Boston, several times daily for NAHANT and LYNN. A delightful sail down the Harbor and among the Islands is thus afforded. See advertisement on page 84.

What to See, and How to See it.

First Day. — Visitors will do well to begin the tour by taking bird's-eye and panoramic views of Boston, and the cities, towns, villages, rivers, harbor, islands, bay, and ocean, in its immediate vicinity, from the top of Bunker-Hill Monument, in Charlestown (reached by horse-cars, from Scollay's Square, Court Street, Boston, every five minutes), from whence the exact localities of nearly every place of interest may be seen, nestling amidst gorgeous landscape and ocean scenery for many miles around.

Bunker-Hill Monument. — This Granite Shaft is 221 feet high, 30 feet square at the base, and 15 feet square at the lookout. There are 295 steps in the spiral flight. Admittance, 20 cents. In observing the different views from the top of this Monument, we will commence with the

East Window. — The Navy Yard is easily distinguished by the wall that surrounds it. On the north side of the yard is the ropewalk, the longest (1350 feet) and most perfect in America, where all the cordage used in the United-States Navy is manufactured. The long buildings are timber-sheds. The three large buildings in front are ship-houses. At the right of these are the blacksmith and machine shops, the sea-wall, battery, and timber-dock; at the right of these is the engine-house and work-shop, which contains the pumps for pumping out the dry-dock; twelve hogsheads of water are said to be thrown off at one stroke, thus emptying the dock (which can be seen to the right, and is capable of containing a ship of the largest size) in six hours. To the right of the dock are the upper ship-houses, the storehouses, and the main entrance. The Navy Yard is one mile in length, and covers sixty acres. Across the Mystic River, to the left, is East Boston. It contained but two houses in 1832; since that time it has attained its present size. At the left is the Railroad-iron Foundry. In range of the flagstaff, on the battery, is the East Boston Sugar-house; at the extreme right, the landing-place of the Cunard steamers, the East Boston Ferry-boats, and the depot of the Eastern Railroad. Over this point can be seen

Bangor, the Penobscot, and Mount Desert.

RISEING out of the sea like a giant, and towering high above the immediate shores of the main, stands the Island of Mount Desert, on the Ocean boundary of the Coast of Maine, about forty miles from Rockland in the Penobscot Bay, from whence it is reached, and eighty miles from the waters that form the boundaries between Maine and New Brunswick. Mount Desert possesses some advantages over other equally beautiful Summer Resorts upon the New England Coast; as the temperature is varied, the strong life-giving winds of the Ocean at the coast base of this Island Mountain, may be exchanged for the balmy land-breezes on its western side, or the stronger winds to be found whistling nearer its summit. Nature provides abundance of Fish and Game, and excellent Hotels and other accommodations will be found on the Island.

Sanford's Independent Line of Steamers,



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CAPT. J. P. JOHNSTON CAPT. W. R. ROIX,
Leave Foster's Wharf, Boston, for Bangor and Penobscot Bay on Mondays, Tuesdays, Thursdays, Fridays, at 5 1-2 P. M. The Tuesday's and Friday's Boats Connect at Rockland the following morning with Steamer LEWISTON for MOUNT DESERT.

The Scenery and Views from Penobscot Bay and River is grand and magnificent. The rock-bound Coast and Islands of rocks, with here and there a green spot upon their tops seen at the mouth of this beautiful Bay, soon give place to charming Landscape and Inland Scenery of Field and Forest. Rockland Harbor, the first Landing, is the beginning of a series of delightful Views. The CAMDEN HILLS form a grand background for the Scenery of the Upper Bay, which is entered at this point and terminates at the mouth of the Penobscot River above Belfast and Searsport, from thence to Bangor both sides of the River passes in view, and the interesting natural pageant is altogether delightful.

The Steamers CAMBRIDGE and KATAHDIN make Landings at Rockland, Camden, Belfast, Searsport, Bucksport, Winterport, Hampden, and Bangor. **Returning,** Leave Bangor MONDAYS, WEDNESDAYS, THURSDAYS, SATURDAYS, at 11 A.M., stopping at the above named Landings on the River and Bay.

WM. B. HASELTINE, *Agent, 13 Foster's Wharf, Boston.*

Governor's Island and Fort Warren, and over the left side of this island, Long-Island Lighthouse; farther down the harbor, the Boston (or lower) Lighthouse may be seen in clear weather. Fort Independence, on Castle Island, first meets the eye, looking down the harbor, between Boston and East Boston. At the right of this is Thompson's Island, on which is the Boston Farm School. The other most prominent islands are Deer, Spectacle, Rainsford, Moon, Galloupe, Lovel's, George's (fortified), Brewster's, Apple, the Graves, and Green Islands. The tourist now has a full view of Boston Harbor, which extends from Nantasket to the city, and spreads from Revere and Nahant to Hingham, covering about seventy-five square miles.

South Window.—Before us stands Boston, “the metropolis of New England.” The burial-ground, a little to the left, is on Copp's Hill, and contains the tomb of Increase and Cotton Mather. The gas-works may be seen near the end of Charlestown Bridge. To the right is Warren Bridge, near the terminus of which is the Fitchburg Railroad Depot. The next bridge is the Fitchburg Railroad; the next, Boston and Maine; the next, Boston and Lowell; the next, East Cambridge, or Cragie's Bridge; the next, Cambridge, or West-Boston Bridge. The Charles River divides Charlestown and Cambridge from Boston. To the left is the Milldam, or Western Avenue; and crossing each other are the Boston and Albany, and Boston and Providence Railroads. To the right is the Coliseum. For a description of it, see page seventy-three. The State House is the most prominent edifice in Boston. South Boston is the first point beyond the city proper, to the left. The white buildings near, and upon the first elevation, are the Houses of Correction, Industry, Refuge, Alms, and Insane Hospital. Upon the next elevation (Dorchester Heights) may be seen the Perkins Institution for the Blind. In the distance lies Quincy, distinguished for its extensive quarries of granite. The Quincy Railroad was the first constructed in the United States, being built by the Quincy Railroad Company in 1826. To the right of this may be seen the towns of Dorchester and Milton. Farther to the right, Boston Highlands (formerly Roxbury). The Laboratory Chimney is 202 feet in height. To the right is Brookline, where is situated

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Can always find them at MOSELEY & Co.'s, as they are large Importers of **Foreign Goods**. They also make to order the finest quality of **Custom Work**; in fact, everything in the Boot and Shoe line, from a **Doll's Boot** to the largest size for Gentlemen, can be found at the celebrated Establishment of

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the Reservoir, which supplies Boston with Cochituate water. Beyond, to the right, lies Brighton, Newton, and Chestnut-Hill Reservoir. Charlestown lies beneath us, and presents an interesting sight to the beholder, calling up reminiscences of the past, and pointing to that unrevealed vista, the future history of our country.

West Window.—The starting-point is the State Penitentiary in Charlestown, readily distinguished by its secure prisons and high stone-walls. Directly across the water is East Cambridge. The bridge is Prison Bridge. Still farther is seen Cambridgeport; beyond which is Brighton, famous for its weekly cattle-fairs. Returning to Charlestown, we note the Burial Ground; and "Harvard Monument," erected Sept. 16, 1828, by the graduates of the University of Cambridge, in honor of its founder, Rev. John Harvard, who died in Charlestown, Sept. 26, 1628. Across the water is the McLean Lunatic Asylum; beyond is Cambridge, which contains Harvard University, or Cambridge College, and Mount-Auburn Cemetery. At the right, and beyond Cambridge, is the Observatory and Town of Arlington; at the extreme right is Medford and the Mystic River, which forms a junction with Charles River between Boston, East Boston, and the Navy Yard. From this window can be seen Wauchusett Mountain, Massachusetts, and Monadnoc, Kearsarge, and White Mountains, in New Hampshire, when the atmosphere is pure. The bridge near the State Prison is that of the Fitchburg Railroad; that to the right, the Boston and Maine; that to the extreme right is Malden Bridge.

North Window.—The principal views from this window are Malden, Chelsea, and Lynn. Malden is the town at the left; to the extreme right is Chelsea Bridge and Chelsea. The large stone building at the left of the bridge is the United-States Naval Hospital. Nearly over Chelsea can be seen Lynn. The extreme end of the low point of land running to the right is Nahant, to the left of which lies Revere Beach. Having completed the vision and notes, the tourist is now ready to descend, and proceed to visit

The Navy Yard, which will occupy from two to four hours. It is open daily to visitors (free), who are allowed on board the receiving-ship on Mondays, Wednesdays, and Fridays only.

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is unsurpassed by any other in the great West; it is but fifty-five miles by water from Chicago, thus securing cheap transit to all points on the Lakes and the Mississippi River, and is only three miles from the celebrated Wilmington Coal Fields.

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The State Prison is open daily to visitors; admission twenty-five cents, and may be seen to good advantage after leaving the Navy Yard.

Second Day.—In order to rest and be refreshed, we should next take a sail in Boston Harbor on any of the steamers; see page 25. While enjoying the invigorating sea-breeze and delightful sail down the harbor, the tourist will pass in review Boston, East and South; the fortifications; principal islands and lighthouses already seen from the Monument; and, passing into the inner bay, reach Nahant in about an hour from the city. This is one of the finest sea-coast watering-places in the world; the combination of landscape, beach, rock, and ocean scenery being grand, even glorious. Lynn, Swampscott, and Revere Beach may be seen to the eastward; Egg Rock, the bay and ocean to the southward; and Hull, Hingham, Nantasket, Cohasset, and Minot Lighthouse to the south-west. The return trip to Boston, with its attendant beauties, will close the day. We recommend every one visiting Nahant to carry a lunch, the discussion of which will heighten their enjoyment. Steamboats leave Liverpool and other Wharves three times daily for Hingham and Hull, also a very pleasant sail.

Third Day.—We now take Boston proper, and begin with the City Hall, on School Street, which contains the offices of the city government. It is a magnificent structure, and may be visited during business hours. In the rear of City Hall is Court Square, with its Express-offices, Police-station, Hall of Records, and Court House. The Boston Athenæum, on Beacon Street, is next in order: it contains a gallery of sculpture, another of paintings (admission twenty-five cents), and a rich and valuable library, free. The new Masonic Building, corner Tremont and Boylston Streets, and the Public Library, on Boylston Street, next claim attention; the latter is open free to visitors, daily, except Sundays. The Natural History Building, Berkeley St., and Institute of Technology, Boylston Street, are free to visitors, daily, except Sundays. The Coliseum, at the R. R. Crossing. This unique pile is fully described in another part of this work. The Massachusetts General Hospital, on Blossom Street, may be

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visited by permission, and by friends of the sick, at stated hours. Suffolk Jail is on Charles, near Cambridge Street. Visitors are admitted. A stroll about the Common and Public Garden will complete the day.

Fourth Day. — This may be devoted to completing the tour of the public buildings. First on the list is the Custom House, foot of State Street, built of solid granite and iron, a marvel of solidity, and no mean specimen of architectural beauty; visitors admitted free during business hours. Near at hand, on Market Square, is Faneuil Hall, the "cradle of liberty," and the new Quincy Market. The hall may be seen free, daily, except Sundays. The Post Office, Exchange, and most of the National Banks, are on State Street. We should next proceed to South Boston (horse-cars from Scollay's Square, Court Street), and visit the Blind Asylum (permits may be obtained at 20 Bromfield Street) the Houses of Correction, Industry, Refuge, Alms, and Insane Hospital. Returning to the city, we may next visit one or more of the public-school buildings, the location and names of which will be found in another part of the "Guide."

Fifth Day. — We will take horse-cars at Bowdoin Square, and proceed to Harvard Colleges, the Zoölogical Museum (free to visitors), next to Mount-Auburn Cemetery (an earthly paradise, beneath the surface of which the ashes of those who once lived in the flesh lie silent and unmoved. Mount Auburn! The gates of the tomb. The entrance to immortality). Fresh Pond and the Observatory are next, all in Cambridge; after which the United-States Arsenal (admission only by pass), in Watertown, will occupy the rest of the day.

Sixth Day. — We will begin by visits to Little & Brown's law and standard bookstore, 110 Washington Street, the most extensive in Boston. W. H. Piper & Co.'s new and second-hand bookstore, 133 Washington Street, the largest of its class in the city. "The old corner," A. Williams & Co., corner Washington and School Streets, the oldest bookstore in Boston. After which we will inspect Halliday's New Antique and Modern Book Store, at 143 Washington St., with its files of old and new examples of literature. Next we will look in and examine Lee

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& Shepard's, 149 Washington Street, the largest book jobbing-house in the city. Jas. R. Osgood, & Co.'s splendid building, on Tremont Street, the most extensive publishing-house in New England; and the New-England News Company's building on Court Street, the great newspaper and periodical jobbing-house of New England: all well worth a visit. We will now visit (and inspect if we like) the fine buildings and cylinder presses of "The Advertiser," 29 Court Street; "The Traveller," 31 State Street; "The Transcript," 150 Washington Street; "The Journal," 120 Washington St.; "The Post," and New Post-Office Buildings, on Devonshire and Water Sts., and learn something about the "thunder" of the press; after which we will visit the art-galleries of Childs & Co., 127 Tremont Street, and Williams & Everett, 229 Washington Street, and close a busy day with a drive through the city, always including the principal business streets, as Boston abounds in splendid and substantial ware-houses, second to none in the world. Many of the wharves are also covered with massive granite blocks of buildings.

Seventh Day.—Let us now stroll leisurely from Scollay's Square to the new Sears Building, corner Court and Washington Streets; thence straight down State Street to the end of Long Wharf. From this point we have clear and vivid views of the Rivers and Chelsea Bridge, the Navy Yard, and Charles-river Bridge, to the left; of Chelsea in the distance; and of East Boston, to the right, nearly opposite; also down the harbor, and along the wharves to South Boston, still further to the right. This is a lively point: the ever varying scenes are not only charming, but the air is invigorating, and the water alive with boats and steamers of every description, while large ships and other vessels constantly pass and repass; the East Boston and Chelsea ferry-boats ply to and fro; huge steamers swing from their berths at the wharves to start on their ocean voyage; pleasure-boats shoot out and in at the docks; and all is interesting, instructive, beautiful. Can it be here that so much tea was put to steep, the essence of which was never drank? Yes: not one hundred rods from where we now stand occurred the memorable scene which shaped Ameri-

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ca's destiny. We will now recross the city to Bowdoin Square, take the horse-car to East Cambridge, visit the celebrated glass-works, secure specimens, and, returning to Boston, jump into another horse-car (Boston Neck Line) and visit the grand Church of the Immaculate Conception (Roman Catholic), on Harrison Avenue, after which, roam at will.

Eighth Day.—Having completed the rest of our city tour, let us proceed to the dome of the State House, on Beacon Street, head of the Common, and review the city and surrounding country. The views from this point are sublime, and fully equal those seen from Bunker-Hill Monument, the top of the structure being 230 feet above the sea-level. We prefer the Monument for our starting-point, on account of its greater altitude (just 282 feet above the sea-level) and more central position for pointing out localities, which is of great importance to the tourist. The vision from this dome is nearly a repetition of our first experience, but, being from another point, presents to the eye new and fresh beauties. The principal exception is that from the west and south; here we look down upon Boston Common, the Public Garden, and Back Bay, not seen from Bunker-Hill Monument, because they lie directly behind the State House, as seen from that point. We will now descend, examine the State House, and close our city tour with another stroll over the Common and Public Garden, not forgetting the Brewer Fountain, Old Elm, and Frog Pond, or the beautiful flowers and fountains on the grounds of the Public Garden. The walk on the Beacon-street mall is a luxury. It is canopied with the foliage of grand old elms, that have watched over the billings and cooings of ten thousand pairs of human doves. A stroll beneath this natural arch furnishes us with grateful shade and interesting thought. Boston Common, for its size, is one of the most lovely parks in the world. If it fails in magnitude, it can afford to rest content in its leafy grandeur, glorious promenades, and comprehensive beauty. In our own estimation, it excels all other parks in these respects; although we love to hear it spoken of as plain Boston Common. Beneath the shade of the *Old Elm* we will close our tour for the day.

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Ninth Day.—A visit to our new and cosy Rooms (up one flight of stairs), at 144 Tremont Street, between Temple Place and West Street, facing Boston Common, will reveal to what extent the attractiveness of literature is indebted to the hand of Art. More than Five Thousand varieties of choicely-selected Illustrated Books are here displayed; all the books in our stock are of this class, yet so broad is the field of selection, so varied the tastes of the people, so diversified the means and requirements of our customers, that our prices range from ten cents to hundreds of dollars; and our books from the tiny toy-books of Goose, Hubbard, and Aunt Louisa up. About two thousand varieties are selected for the children's department, and the visitor may spend days amid the countless attractions in our Gift-Book Department. Here we start our prices at a Dollar or less; the pocket of the purchaser, the occasion, the taste, the wishes of all, are the demands we aim to supply, combining, as far as possible, value with beauty, even in our smallest books. Our 'Tables display Beautiful Volumes from One Dollar to Ten; Volumes costing from Ten Dollars to Twenty; Royal Quartos and Princely Folios, from Twenty Dollars to hundreds. BIBLES, — small Bibles, Quarto and Folio Oxford, Illustrated, Illuminated, Subscription, Doré's, Ornamental, &c.; in Elegant Bindings; the variety is unrivalled. Our prices in the Bible Department range from one dollar or less to hundreds. Strangers are cordially invited to visit our rooms at any time.

Says "The Boston Transcript": "Judicious gleaning from the vast field of foreign and native pictorial literature, with the taste and skill required by twenty-three years' experience, enables Mr. Brown's customers to go to him with the confidence, that, whatever they may get, it will be something at least of intrinsic worth. Their books are already selected for them, several thousand volumes, all choice works, and it is for them to say what they can afford, and what they prefer." A run into the various Art Galleries, near our rooms, will close a delightful day's tour.

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Boston Common and Public Garden.

Tenth Day.—BOSTON COMMON contains, by actual measurement, $43\frac{1}{2}$ acres, and 10 perches, exclusive of malls. The iron fence that surrounds it was built in 1836, at a cost of \$82,159.85. It is 5,932 feet in length, to wit: Park street, 437 feet; Tremont street, 1,685 feet; Boylston street, 700 feet; Charles street, 1,380 feet; Beacon street, 1,565 feet; and 165 feet lost by angles of union and contractions by widening of streets. Encroachments should never have been made upon the original grant, but to reduce its area now would seem little less than sacrilege. If the streets on its borders must be widened, cut them off without mercy, on the opposite sides, *and pay for it*, but preserve the park, and give it air and moisture on its borders, to prevent the decay of its stately elms and that it may be free from the very smell of greed, if possible. Says "Josselyn," in describing Boston, in 1675: "On the south there is a small but pleasant *Common*, where the gallants, a little before sunset, walk with their *Marmalet-madams*, as we do in *Moorfields*, etc., till the nine o'clock bell rings them home to their respective habitations"; which confirms the description of such delicious goings on, even in these days, to be found in our eighth day's tour in this book, where will be found more about Boston Common.

The PUBLIC GARDEN, adjoining the Common, has become a park and flower garden of great beauty. It is laid out with exquisite taste and skill. The hot-bed, however, should be removed, and only the glass house be permitted. The latter is slightly, and a convenience to visitors desirous of purchasing cut flowers, or ordering plants. The former is wholly out of place, since the grounds have been laid out and completed. The Public Garden contains $24\frac{1}{2}$ acres; the pond is $\frac{3}{4}$ of an acre in extent; the length of the iron fence is 4,212 $\frac{1}{2}$ feet; and cost \$25,000. This graceful promenade is of incalculable value as a place of public resort for the people, and is an Eden of beauty. And here, amid fragrant odors, lovely foliage, gorgeous colored flowers in endless variety, fanned by cooling breezes, and listening to the murmuring stream of active city life flowing so near, let us close our city tour.

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BOSTON.**

State House, and Beacon Hill.

Beacon Hill is the largest of the three great hills of old Boston, and was first called Treamount; the two lesser elevations have been swept away by the march of improvement; the summit of this hill was originally one hundred and thirty-eight feet above the level of the sea. Situated on what was known as the Cow-Pasture, which was bought by the town and given conditionally to the State for its erection, stands the STATE HOUSE; the corner-stone of which was laid by the Freemasons, July 4, 1795, in the presence of Gov. Samuel Adams; the building was first occupied by the Legislature, January 11, 1798. This structure is one of the old landmarks of Boston, of which but few now remain. Alterations were made in the structure in 1855, and a new corner-stone was laid August 11, 1855, by the Freemasons in presence of Gov. Henry J. Gardner. On the south-eastern slope of this hill, a signal, or beacon-pole, was erected in 1635, and was kept standing until 1775, when it was removed by the British troops and a small Fort erected. In 1776 it was replaced by the town. The pole was blown down Nov. 26, 1789. The Beacon Monument was completed in 1791, and taken down in 1811, when the tablets were removed to the State House, and may now be seen attached to the wall in the Corridor; the gilded eagle is suspended over the Speaker's chair in the Representatives' Hall. The interior of the State House has been several times remodelled; but to all appearances the building is as hale and hearty as ever, and looks down upon the Common, the River, the City, the Harbor, the surrounding towns, and the Ocean with a kind of pleasant satisfaction and contented pride that seems to give life to the huge old pile of bricks and mortar. Approaching the city from any direction, the State House towers in the background, and lends interest and beauty to the view. Stand in the centre of the Common and look through the summer foliage at the structure in the sunlight, the scene brings vividly to mind the picture of an Enchanted Castle, or Aladdin's Palace. Seen through the morning's mist, or evening's twilight, it is none the less beautiful. The views from the dome are spoken of elsewhere in this "Guide."

Bank of Deposit.

F. A. HAWLEY & CO., BANKERS,

1 Devonshire, Corner State Street, Boston

Four per cent Interest allowed on Deposits of either Gold or Currency, subject to Check at Sight without notice, drawn as on any City Bank and passing through the Clearing House.

Out of town Depositors will have their Remittances and Collections promptly acknowledged, and statement of account rendered every month. Collections of Notes, Drafts, Coupons, and Dividends made throughout the United States, Canada, and Europe. We do a

General Banking and Commission Business ;

Negotiate Bonds, Stocks, Notes, and other Securities; buy and sell Government Bonds and Gold. New York Bond, Stock, and Gold quotations reported by telegraph in our office. Orders executed at the Boston and New York Stock Exchanges. As

DEALERS IN INVESTMENT SECURITIES,

we invite inquiries relating to this department, and are prepared to make such investment or change of investment as may be desired. As the Agents of

Henry Clews & Co., of New York,

we draw Bills of Exchange on the

Imperial Bank, and Clews, Habicht & Co., London,

The Provincial Bank of Ireland, the National Bank of Scotland, and all their Branches. Also issue Commercial and Travellers' Letters of Credit, available in all parts of the world, and make telegraphic transfer of money to any desired point.

Drives about Boston and Vicinity.

THE ROADS about Boston are excellent and numerous, leading in nearly every direction. We name a few drives which we think the most interesting and delightful:—

No. 1. — To Harvard Colleges, Mount-Auburn Cemetery, Fresh Pond, &c., passing out of Boston *viâ* East Cambridge, and returning *viâ* Old Cambridge to the city; a drive second to none, affording fine views of Charles River and other points of interest and beauty. The distance out and back is about fifteen miles.

No. 2. — To Revere Beach through Chelsea, return *viâ* Woodlawn Cemetery, Malden, Medford, and Mystic Trotting-Park. A charming drive, combining ocean and inland scenery, sea and country air. We leave the city *viâ* Charlestown and Chelsea Bridges, affording views of the Mystic River, East Boston, the harbor and shipping: whole distance about eighteen miles.

No. 3. — To Brighton, Watertown, Newtons, Chestnut-Hill Reservoir, and return *viâ* Brookline, and Cochituate Reservoir, passing out of Boston over the Milldam and Brighton Roads; a splendid drive, with fine views of the Common and Public Garden, Back-Bay lands, and Coliseum, the open country, and adjacent towns; whole distance about sixteen miles.

No. 4. — To West Roxbury, Jamaica Plain, Forest-Hill and Mount-Hope Cemeteries, passing out over the Neck and Boston Highlands *viâ* Washington Street, and returning *viâ* Shawmut Avenue and the Neck; a lovely drive, with splendid views: whole distance about eighteen miles.

No. 5. — To Charlestown, Somerville, Winter Hill, Spring Hill, and Arlington, Old Cambridge, Brighton, Brookline, and return to the city *viâ* West Roxbury and Boston Highlands; is a grand drive, and perhaps the finest of any in some respects: whole distance about twenty miles.

No. 6. — Leave Boston *viâ* West-Boston Bridge, drive through the Port and Old Cambridge, taking Broadway road, passing Harvard College, Prof. Longfellow's residence, Mount Auburn, &c., to Payson's (late Cushing's) lawns and gardens; back to

Apothecaries and Chemists.

THE immense increase in the demand for Drugs and Medicines makes it highly important that every care that experience can suggest should be used in selecting and using the best and purest ingredients for their manufacture. It has frequently occurred that the skill of some of the most eminent medical men has been called in question, and the highest talents rendered unavailing, owing to the use of impure Drugs, or those which time has deprived of their virtue. The BEST and purest Drugs and Medicines only, are prepared and for sale by

MELVIN & BADGER,
Apothecaries and Chemists,
43 TEMPLE PLACE,
(near Washington Street, Boston.)

Messrs. MELVIN & BADGER possess unusual facilities, being supplied with Drugs and Chemicals from the highest sources, and no article is dispensed at this establishment unless previously examined by themselves and found to be of the best quality. We are the exclusive proprietors and originators of many preparations, which have been before the public the past twenty years, and have received the merited approval of the medical profession and the public generally. Among which are our **Valerian Sedative**, or SMITH & MELVIN'S **Original Fluid Extract of Valerian**; SMITH & MELVIN'S **Liquid Extract of Opium**, or **Opium Anodyne**; **Cordial Elixir Calisaya**; **Kosmekome Hair**[Cosmetic]; **Oleaginous Hair Tonic**; **Improved Indelible Marking Ink**; and numerous other valuable Preparations. We also manufacture **Superior Cologne and Lavender Waters**; and have constantly for sale **Proprietary Medicines**; **Genuine Farina Cologne**, imported direct; **True Bermuda Arrow-Root**; **English, French, and American Tooth, Hair, and Nail Brushes**, **Perfumery, Soaps, etc., etc.**

MELVIN & BADGER, 43 Temple Place, Boston.

Main Street, and cross through Watertown to Newton and Chestnut-Hill Reservoir; returning *viâ* Newton, Brighton, and Milldam road to the city: whole distance about seventeen miles.

No. 7. — Leave Boston *viâ* Milldam and Brighton road, passing through Cottage Farm and Allston to Brighton; cross through Brookline to Jamaica Plain, and return to the city *viâ* Boston Highlands and Washington Street. This is a charming route for a drive, and presents us with a beautiful panoramic picture of ever-changing scenery altogether lovely: whole distance about twelve miles.

No. 8. — To City Point, S. B., Savin Hill, Dorchester Heights, returning *viâ* the South End, Chester Park, the Public Garden and Common, over Beacon Hill; is a pleasant drive of about ten miles. Other and shorter drives may be easily improvised from the above, or longer ones to Swampscott, Lynn, Nahant, and other points.

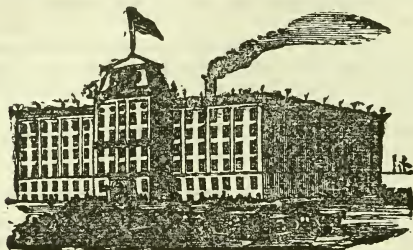
Grand Views and Points of View. — Bunker-Hill Monument, Charlestown; the State House, Boston; Prospect Hill, Somerville; Observatory at Mount Auburn; Corey's Hill, Brookline; Dorchester Heights, South Boston; Parker Hill and the Standpipe, Boston Highlands; Chestnut Hill and Mount Ida, Newton; Winter Hill, Somerville; and Powderhorn Hill, Chelsea; all of which may be reached easily, and ascended on foot, or in most instances, in carriages, if preferred.

Carriages are not allowed to enter the Gate at Mount Auburn, unless by tickets, which are issued only to proprietors of lots and their families.

Carriages for Excursions and Drives. — No regular rates are established in Boston for the use of Carriages for any purpose except direct distances; for which see page 27. Those desirous of using them, should apply at their Hotel Office, and make their bargains per hour sure, before leaving.

Hallet, Davis & Co.'s Piano Factory.

CROWNING TRIUMPH



FOR THE RENOWNED

HALLET, DAVIS & CO. PIANO.

TESTIMONY FROM THE HIGHEST MUSICAL AUTHORITIES IN THE WORLD.

F. LISZT the First Pianist in the World.
Prof. E. FR. RICHTER . . . Conservatory of Music, Leipzig.
Prof. E. P. WENZEL Conservatory of Music, Leipzig.
Prof. FERDINAND DAVID, Conservatory of Music, Leipzig.
Prof. Dr. THEOD. KULLAK, Director Academy Music, Berlin, and Court Pianist.
Prof. JOS. JOACHIM, Direc. Royal Academy of Music, Berlin.
JOSEPH GUNGL . . . Director of Music to King of Prussia.
 Leader of Orchestra to Emperor of Austria.
GUST. REICHARDT, Chief Director of Music to King of Prussia, Berlin.
ET. SOUBRE, Director Royal Conservatory of Music, Belgium.
FRANZ BENDEL Pupil of LISZT, Berlin.
J. NEILISSOV Court Pianist, St. Petersburg.
THEO. RATZENBERG . . Pianist to the Court in Dusseldorf.
DIRECTORS of the CONSERVATORY OF MUSIC, Leipzig.
 And from the *Leading Musical Papers of Germany*, freely admitting that their own manufacturers are "unable to build such splendid instruments," and pronouncing **HALLET, DAVIS & Co.** "ahead of all other makers."

Forty-three Premiums awarded in this Country! More than 16,000 Pianos Manufactured! House established twenty-eight years! Pianos used in the Leading Conservatories in the United States, and Public Schools of Boston.

Prices ranging from \$350 to \$1,400. Every Instrument War-
 ranted for Ten Years. Send for Illustrated Catalogue, free.

HALLET, DAVIS & CO. - - 272 Washington St., Boston.

Coliseum Buildings of 1869 and 1872.

THE original grand plan of construction for the present Coliseum was, providentially for the complete success of Mr. GILMORE'S second Peace Jubilee, destroyed by the "*Catspaw*" that swept over the city on the evening of April 26th, and the plan of the Coliseum of 1869 substantially adopted for the present building. Several additions have, however, been made, that will add much to the external beauty of the colossal pile, which is built upon a much larger scale than was the Coliseum of 1869. The present structure is supported upon 500 points, which in turn rest upon 500 heavy plank platforms imbedded in the solid earth. It is 550 feet long and 350 feet wide. The main walls are 40 feet high; the main roof or slant is 75 feet wide on each side; the trussed roof rests upon 20 trusses that span the 200 feet of open space between the side roofs. The building covers a surface of 192,500 square feet or nearly 4 1-2 acres. The height of the central point of the roof is 120 feet from the ground; the cupolas or turrets are 20 feet in diameter and 15 feet high; the central one several feet higher; the towers at the two ends, each rise 25 feet above the roof; the 80 double windows in the walls are 5 feet by 9 feet, and a continuous line of sliding windows 5 feet high run the entire length of the building in the upright of the trussed roof; the semi-circular windows in the ends are 25 feet in diameter, and the circle above is 15 feet in width and 90 feet from the ground. The Parquet is 235 feet long and 200 feet wide; the Gallery Promenade is 12 feet wide and 1800 feet long. The Balconies are 75 feet deep. There are 40 large skylights in the roof. The material required for its construction is fully 3,000,000 feet of lumber, and 40 tons of nails, bolts, bars, and braces, besides immense quantities of glass, etc.

THE COLISEUM OF 1869. — This celebrated mammoth building, erected for the great Musical Peace Festival, was 500 feet long by 300 feet wide; it had 500 foundation supports. The highest point of the roof was 83 feet from the ground; 50 feet from which were 1,300 feet of continuous windows, 5 feet high. There were 130 double windows and 2 circles in the main building; 12 entrances, each 24 feet wide. Seats for 16,500 people, and standing room in the Promenade Gallery (which was 1,600 feet long), for many thousands. The roof pagoda was 90 feet high, the side walls 35 feet high. Two million feet of lumber, 25 tons of nails, bolts, bars, and braces, were used in its construction. After serving its purpose, the building was partially destroyed by a gale, Sept. 8, 1869, and finally demolished soon after.

Mr. WM. G. PRESTON was the architect of the Coliseum of 1872; Mr. Francis Allen of that of 1869.

Elegant Illustrated Volumes.

BROWN'S ILLUSTRATED BOOK ROOMS.

Visitors to our City will find a magnificent stock of more than Five Thousand varieties of Beautiful Books, all Illustrated, and suited to all tastes, all ages, and all purses, wholly unrivalled in London, New York or Paris, and at about two thirds the usual prices charged elsewhere, in Boston or other cities, for similar goods, at our store, 144 Tremont street, Boston.

MR. H. A. BROWN, has made the sale of Illustrated Books the special business of a lifetime. Twenty-three years ago, in 1849, he began the task of creating a taste for such works in America. At that time, the principal sale of works of this class in this country was carried on by a few agents of foreign houses, in number form, by subscription. Combining the subscription or number trade, with the sale of bound works of art, and relying wholly upon the former for means to sustain him, Mr. Brown has steadily pursued his object, and has finally succeeded in creating a constantly-increasing demand for such works in the United States, but especially in Boston, which has been, with the exception of six years in New York, his headquarters. All publishers of Illustrated Books, as well as booksellers and the public, have profited by the persistent and determined energy and capital expended by Mr. Brown to obtain success; and it is but natural that we should continue our endeavors to merit what we have labored to obtain; viz., the confidence of our customers and the good-will of the public.

In view of these facts, we desire to say, that regardless of the prices affixed to the books in our stock, we shall always sell at reasonable discounts to retail customers, and make it our care to see that they not only get the best goods and have the unequalled advantages afforded at our quiet and beautiful rooms for selection, but that the prices shall be entirely satisfactory, at H. A. Brown & Co.'s Illustrated Book Rooms, **144 Tremont Street**, facing Boston Common.

Sailing Distances in Boston Harbor.

Yachtsmen and others will find the following table of Sailing Distances very convenient and reliable; it is given in statute miles, and will show how far the Landing Place of each of the principal Islands, etc., is from the end of Long Wharf : —

	MILES.		MILES.
To East Boston Ferry,	$\frac{1}{2}$	Nix's Mate,	$5\frac{1}{2}$
Bird Island Shoal,	1	Lovell's Island,	$6\frac{1}{2}$
Slate Ledge Buoy,	1	Gallop's Island,	$6\frac{3}{4}$
Upper Middle Buoy,	$1\frac{1}{4}$	George's Island,	7
Governor's Island,	2	Rainsford Is. (Back Way),	$6\frac{1}{2}$
Castle Island,	$2\frac{1}{4}$	" " (N. S. Chan.),	8
Lower Mid. Buoy (West),	$2\frac{1}{2}$	Bug Light,	$7\frac{1}{2}$
" " " (East),	$3\frac{1}{2}$	Pettick's Island,	$8\frac{3}{4}$
Thompson's Island,	$4\frac{1}{4}$	Hull,	$8\frac{1}{2}$
Spectacle Island,	4	Outer Lighthouse,	9
Moon Island,	5	Point Allerton,	$9\frac{1}{4}$
Apple Island (Bird Is. Pass),	$2\frac{3}{4}$	Outer Brewster,	$10\frac{1}{4}$
" " (Main Chan'l),	$4\frac{1}{2}$	The Graves (Br. Sound),	$10\frac{1}{2}$
Long Island,	5	" " (M. S. Chan.),	$12\frac{1}{2}$
Deer Island (Bird Is. Pass),	$4\frac{1}{4}$	" " (Bl. R.R. Chn),	$11\frac{1}{2}$
" " (Main Chan'l),	$5\frac{1}{2}$	Thieves' Ledge,	$11\frac{3}{4}$
Point Shirley (B. I. Pass),	4	Harding's Ledge,	$11\frac{1}{2}$
" " (M. S. Chan.),	6	Minot's Ledge (L. H.)	$16\frac{3}{4}$
Snake Island (M. S. Chan.),	7	Nahant, via Outer Light,	15

Harbor Excursions. — Those who avail themselves of the delightful recreation which a sail on the waters of our beautiful Harbor affords, will find the above table, with that on page 77, and the descriptive Tour in Boston Harbor, on page 89, not only interesting, but reliable in every respect. The article on page 95 will also afford useful hints for *old* and *young*. Steamboats sail to and from Hull, Nantasket Beach, Hingham, Nahant, Lynn, Gloucester, and the Ocean, several times a day from the various wharves, in summer. See page 25.

Nahant and the Ocean.

The trip to Nahant by Steamboat is one of unusual pleasure. It enables the voyager to enjoy all of the beautiful and ever-changing scenery of City, Shores, Islands, Forts, and Inlets in Boston Harbor, and to sail out upon the Ocean *en route* to this delightful Summer Resort by the Seaside.

THE COMMODIOUS AND FAVORITE



U L Y S S E S,

CAPT. A. W. CALDEN,

**LEAVES THE FOOT of INDIA WHARF, Boston,
FOR NAHANT,**

Until July 4th, at 9.45 A. M., and 2.20 P. M.

Returning, Leave Nahant at 8.00, 11.15 A. M., and 5 P. M.

SUNDAYS . . . Leave **Boston** at 10.30 A. M., 2.30 P. M.

Returning Leave Nahant at 12 M. and 5.00 P. M.

On and after July 4th,

Leave Boston at 9.45 A. M., 2.20 and 5.00 P. M.

Returning, leave Nahant at 8.00, 11.15 A. M., 3.45 and 6.15 P. M.

SUNDAYS, Leave Boston at 10.30 A. M., 2.30 and 5.00 P. M.

Returning, Leave Nahant at 12 M., 3.45 and 6.15 P. M.

Fares on Week Days, 30 Cents; Children, half price.

Excursion Tickets to Nahant and return, including admission to Maolis Gardens, and conveyance to and from the Boat at Nahant, \$1.

SUNDAYS, Fare 50 Cents to Nahant.

To Nahant, Maolis Garden, and return to Boston, \$1.40.

Music discoursed by the Band at Maolis Gardens every Saturday during the Summer season.

Linear Distances in Boston Harbor.

DISTANCES in a direct line from point to point are called linear distances. Frequent inquiry is made, by strangers passing down the harbor, as to the exact distance of islands and objects from each other. The following table has, with the preceding one of sailing distances, been prepared, by permission, from Dr. Shurtleff's description of Boston, in statute miles, to which $\frac{1}{8}$ must be added to reduce to nautical miles.

Long Wharf to Fort Winthrop	2	miles.
" " " Independence	$2\frac{1}{2}$	"
" " " Warren	$6\frac{1}{2}$	"
" " Deer Island	$4\frac{1}{4}$	"
" " Long Island Light	$5\frac{1}{4}$	"
" " Gallop's Island	$6\frac{1}{4}$	"
" " Bug Island	$7\frac{1}{4}$	"
" " Hull	$7\frac{3}{4}$	"
" " Outer Light	$8\frac{1}{4}$	"
" " The Graves	$9\frac{1}{2}$	"
" " Harding's Ledge	11	"
" " Point Allerton	9	"
Fort Independence to Fort Winthrop	1	"
" " Long Island Light	$2\frac{3}{4}$	"
" " Fort Warren	$4\frac{1}{2}$	"
Long Island Light to Bug Light	2	"
" " Outer Light	$3\frac{1}{2}$	"
" " Wharf to Deer Island	$1\frac{3}{4}$	"
Hull to Outer Light	$2\frac{1}{4}$	"
Hull to Hingham	$4\frac{1}{4}$	"
Point Allerton to Outer Light	$1\frac{1}{4}$	"
Outer Light to Thieves' Ledge	2	"
" " Nahant	6	"
" " Harding's Ledge	$2\frac{3}{4}$	"
Harding's Ledge to Minot's Ledge	5	"
Outer Light to Minot's Ledge	$7\frac{3}{4}$	"

Nantasket Beach is a famous summer resort, and divides the honors with Nahant; but a trip to the outer bay, and a run along shore and return, is delightfully exhilarating and invigorating, after sweltering during the morning amid the heated walls of the city in summer.

Quinine Tonic Bitters.

THE QUININE TONIC BITTERS AND SMOLANDER'S EXTRACT OF BUCHU are perfectly reliable, and invaluable remedial Agents. Prepared by

A. LITTLEFIELD & CO.,

Corner South and Beach Streets, Boston, Mass.



**ATWOOD'S
QUININE TONIC
BITTERS!**

The Best Tonic and Stomachic ever offered to the Public.

It will improve your Appetite, Facilitate Digestion, give Tone to the Nervous System, and Vigor to every Organ of the Body. There is no Remedy so good for Languor and Debility, whether general or following acute disease. The Medical Profession endorse it for Dyspepsia, Jaundice, Nervous Debility, and all Diseases arising from a Disordered Liver or Stomach, Constipation, Flatulence, Rush of Blood to the Head, Loss of Appetite, Nausea, Heartburn, Acid Stomach, Fulness or Weight in the Stomach, Sinking or Fluttering at the Pit of the Stomach, Dimness of Vision, Yellowness of the Eyes and Skin, Pain in Head, Side, Back, or Chest, Burning in the Flesh, or Sudden Flashes of Heat, all of which indicate a Derangement of the Liver or Digestive Organs.

Persons living in, or visiting sections where Malaria prevails, where Fever and Ague, Bilious Fever, etc., are the characteristic diseases, should be provided with them. They are a sure preventive for Fever and Ague, Intermittents, Biliousness, and all Ailments arising from malarious causes. **PRICE ONE DOLLAR.**

Sold by All



SMOLANDER'S

EXTRACT

BUCHU

DEALERS.

A Standard preparation, endorsed by the most reliable Physicians, and its astonishing curative powers attested by thousands who have used it. It is a sure, quick remedy for all diseases of the Urinary Organs existing in male or female, Irritation or Inflammation of Kidneys or Bladder, Gravel, Diabetes, Reddish Sediment in, or Thick and Cloudy Urine, Mucous and Involuntary Discharges from Urethra, Retention or Incontinence of Urine, Chronic Catarrh of Bladder, and all Chronic Maladies of the Urino-Genital Organs.

Routes from City Hall to Railroad Stations.

CITY HALL is situated between School street and Court square; the front, or main entrance is from School street; the rear entrance on Court square is reached from Court street by passing into Court square, or the front entrance by passing through Court square into School street. The building *faces south*; Tremont street is at the upper, or west end of School street, and Washington street is at the lower, or east end of School street.

FROM CITY HALL TO PROVIDENCE RAILROAD STATION; up School street, thence southerly, through Tremont and Boylston streets, to Park square; or leave Tremont street at Park street, or West street, and cross the Common to Park square.

TO BOSTON AND ALBANY RAILROAD STATION; down School street, thence southerly through Washington, Summer, and Kingston streets, to Beach street.

TO OLD COLONY RAILROAD STATION; down School street, thence southerly, through Washington, Summer, Kingston, Beach, and South streets, to Kneeland street.

TO HARTFORD AND ERIE RAILROAD STATION; down School street, thence southerly, through Washington and Summer streets, to Federal street.

TO BOSTON AND MAINE RAILROAD STATION; up School street, thence northerly, through Tremont and Sudbury streets, to Haymarket square.

TO FITCHBURG RAILROAD STATION; up School street, thence northerly, through Tremont, Sudbury, and Haverhill streets, to Causeway street.

TO LOWELL RAILROAD STATION AND EASTERN RAILROAD STATION; up School street, thence northerly, through Tremont, Sudbury, and Portland streets, to Causeway street.

Drugs at Wholesale.

CARTER & WILEY.

The Oldest Stand in Boston.

138 - Washington St., Boston - 138

Opposite School Street, near the "Old South Church."

WHOLESALE DRUGGISTS.

**Drugs, Chemicals, Essential Oils, Patent
Medicines, Druggists' Sundries, etc.,**

Supplied to the RETAIL TRADE at Lowest Market Rates.

All Drugs, Oils, etc., being of the Best Quality.

SOLOMON CARTER.

A. S. WILEY.

Franklin Insurance Company.

Insures against Fire and Marine Losses.

Incorporated in 1823.

Capital. \$300,000

17 - State Street, Boston, Mass. - 17

DIRECTORS:

**FRANCIS W. WELCH,
WM. C. PETERS,
E. T. FARRINGTON,
D. D. STACKPOLE,**

**J. T. FOSTER,
FRED. H. BRADLEE,
GORHAM ROGERS,
WM. M. BYRNES,**

A. T. B. AMES.

WM. M. BYRNES, Pres. EDMUND B. WHITNEY, Secy.

Routes from City Hall to Steamboat Landings.

STRANGERS in Boston will find no trouble in tracing routes from about the centre of Boston proper, to any locality in the city — on the *new map of central points of departure*, at the end of this guide book. On page 79, the points of the compass may be learned by the location of City Hall, which faces south. When not in the vicinity of City Hall, a glance at our new map will at once direct the reader on his way to any point.

To Long Wharf from City Hall; down School street, thence northerly, through Washington street to State street, thence easterly, to the wharf.

T Wharf; connects with and lies north of Long Wharf.

Central Wharf; down School street, thence thorough Washington, Milk (or Water) streets to the wharf.

India Wharf; down School street, through Washington, Water (or Milk), and Batterymarch streets to the wharf.

Foster's Wharf; down School street, through Washington, Milk (or Water), Batterymarch and Broad streets to the wharf.

Rowe's Wharf; lies between India and Foster's wharves. Directions above.

Liverpool Wharf; down School street, through Washington, Milk, and Pearl streets to the wharf.

Litchfield Wharf, same route to Broad street opposite 234.

Union Wharf; up School street, thence northerly, through Tremont street, thence through Cornhill, Dock square, North street, Clark, and Commercial streets to the wharf.

Lincoln's Wharf (People's E. B. Ferry); up School street, thence northerly, through Tremont street, thence through Cornhill, Dock square, and North street to the wharf.

Battery Wharf; same route, to Commercial street, 379.

Commercial Wharf; down School street, thence northerly, through Washington street, thence through Dock square and North Market, thence northerly, through Commercial street to 171, opposite the wharf.

Eastern Avenue Wharf (E. B. Ferry); take the same route as to Commercial Wharf, to 261 Commercial street, opposite the wharf. For Steamboats, see page 25.

Diamonds, Gems, and Jewelry.

REAL SILVER AND PLATED WARE.

An Extensive Stock of Rich and Rare Diamonds, Gems, and
Brilliants of superior quality, with a splendid variety of the
finest

JEWELRY,

In Roman Gold, Stone Cameo, Coral, Pearl, etc. Together with
a great assortment of the finest and most desirable

Watches from the Best Makers.

And a complete, large, and beautiful Stock of all kinds of

SILVER WARE AND PLATED WARE

Of the best Gorham make, which is justly celebrated for beauty
of finish, elegance and novelty of design, and great durability,

IS OFFERED FOR SALE BY

CROSBY, MORSE & FOSS,

Who are also Boston Agents for the celebrated and well known

Ekegren Watches,

With Read's Patent Micrometer Regulator, by which Watches
can be regulated with greater ease and exactness than by any
other method.

240 Washington Street, . . . Boston.

Distances from City Hall to noted Localities.

ONE MILE is 5,280 feet. The distances in this table are approximately accurate, and will serve all practical purposes for which they are intended.

To the Coliseum,	1½ m.	To the Common,	1,000 ft.
To the Norfolk House,	2½ m.	To Chelsea Ferry,	¾ m.
To Meeting-House Hill,	3½ m.	To City Inst'ns. S. B.,	2½ m.
To the Custom House,	3 m.	To Chestnut Hill Res'vr,	5½ m.
To Charlesto'n Navy Yd.,	1½ m.	To Cattle-Fair Hotel,	5 m.
To Boston Theatre,	1 m.	To Faneuil Hall,	1,300 ft.
To Globe Theatre,	1 m.	To Horticultural Hall,	500 ft.
To Boston Museum,	500 ft.	To Music Hall,	1,200 ft.
To Howard Athen'm,	1,100 ft.	To Tremont Temple,	400 ft.
To Boston Athenæum,	900 ft.	To St. James Theatre,	½ m.
To the State House,	1,200 ft.	To Boston P. O. (old),	1,280 ft.
To Public Library,	½ m.	To Boston P. O. (new),	600 ft.
To Masonic Hall,	2,500 ft.	To Suffolk County Jail,	¾ m.
To Harvard College,	3½ m.	To the State Prison,	1½ m.
To East Boston Ferry,	¾ m.	To Bunker Hill Monu't,	1½ m.
To the People's Ferry,	¾ m.	To Powder-Horn Hill,	3 m.
To Mount Auburn,	4½ m.	To Stand-pipe. Highl'ds,	3 m.
To Forest Hill Cemetery,	5½ m.	To Tufts College Bdg,	4¾ m.
To Mount Hope Ceme'y,	5½ m.	To Camb'e Glass Works,	1½ m.
To Woodlawn Cemet'ry,	4½ m.	To U. S. Arsenal, Wat'n,	5¼ m.
To Inst. of Technology,	1 m.	To Payson's Gardens,	6 m.
To Nat. Hist. Museum,	1 m.	To Jamaica Pond,	4½ m.
To E. Boston Reservoir,	1½ m.	To S. Boston Reservoir,	2 m.
To Corey's Hill, Brook'e,	4 m.	To Parker Hill, Highl'ds,	3¼ m.
To Camb'e Observatory,	4 m.	To Fresh Pond,	4¼ m.
To Spy Pond,	6 m.	To Lake Cochituate,	16 m.
To Prospect Hill, Som'e,	2½ m.	To Savin Hill, Dorch'ter,	3¼ m.
To Dorchester Heights,	2 m.	To Mystic Pond,	6¼ m.

STRANGERS will bear in mind that the above are linear, or direct distances, and that the travelling distances are much greater, averaging about one quarter or one third more. Those desirous of visiting any of the above-named places that are out of Boston, should ask at the Hotel the points of departure from the city, and consult the GUIDE for Steam Cars, Horse Cars or Steamboats. See pages 23, 25, 39. Nearly all, however, come in their proper places in our Drives and Tours about Boston.

Lynn, Nahant, and Maolis Gardens.

THE attractions of Nahant, which rises like a giant out of the Ocean that sweeps in upon our Coast and forms Massachusetts Bay, in the northern curve of which lies this famous Summer Resort, are unrivalled. Nestling between Lynn Bay and Nahant Bay, on the eastern side of the Peninsula of Nahant, will be found the **MAOLIS GARDENS**; a famous retreat for those who visit Nahant, where the foliage and shelters furnish grateful shade, and the fresh sea breeze fans the Gardens with its health-giving breath pure from the Ocean, and tempered by the sunshine until its soothing fragrance sends new life and health into the weary and heated bodies of those who wisely seek the shores of Nahant and the Sea during the Summer.

The Lynn and Boston Transportation Co.'s Splendid Steamers

"META" and "CARRIE,"

CAPT. A. L. ROUELL CAPT. ETTA,

Leave India Wharf, Boston, for Nahant and Lynn, five times daily, connecting at Nahant with Carriages for Maolis Gardens. These beautiful Steamers are the pioneer Boats of a New Line. For comfort, elegance, and safety, they are both unequalled by any of the Steamers which ply to and fro in the waters of Massachusetts.

Leave Boston for Lynn and Nahant at 7.30, 9.30, 11.30 A. M., 2.30 and 5.00 P. M. **RETURNING** at 7.30, 9.30, 11.30 A. M., 2.30 and 5.00 P. M. **Sundays**, leave both places at 10.00 A. M., 12 M., 2.30 and 5.00 P. M.

Free Concerts will frequently be given at **Maolis Gardens** during the Season by Boston's best **BANDS**, thus adding much to the numerous attractions of the place. A **Restaurant** overlooking the Sea affords ample Refreshments. Boats and Fishing-Tackle are supplied for Fishing, Rowing, or Sailing, and everything needed for the enjoyment of Visitors will be found at the Gardens.

Fare to Nahant or Lynn 25 Cents.

Round Trip and Admission to Maolis Gardens, \$1.00

SUNDAYS—Fare 50 cts. Round Trip & Gardens, \$1.40

Liberal Discount to Parties, Picnics, and Sunday Schools.

For hours of Sailing, see local papers.

FREDERIC TUDOR, *Pres.*

WM. TUDOR, *Treas.*

Summer Resorts About Boston.

Boston in Summer.—A residence in Boston during the summer months is not only endurable, but preferable to either Saratoga, Newport, or Long Branch, if health and comfort are desired. Pleasant excursions may be taken daily down the harbor and bay, or to the various landing places of the steamboats that ply to and from the city. Fashion and gayety enough for ordinary mortals will be found in “Modern Athens;” if it does not *run riot*, so much the better. Those who prefer the Sea Shore for the season or a few days, will find delightful summer resorts at hand, the most noted of which we name:—

Nahant.—Situated at the extremity of the narrow peninsula which bears this name, that makes out from the main land opposite the city of Lynn, is a large hill or headland also called Nahant, almost surrounded by the ocean, which makes in to the westward, forming Lynn bay, and to the eastward, forming Nahant bay. The location, as a summer residence or resort, is hardly equalled on the Atlantic coast; the ocean view is extremely grand; the bathing facilities are unrivalled, being wholly free from danger; while its proximity to Boston enables residents to visit the city and return at will, and to obtain every luxury of the day and season. Nahant is reached by steamer from India Wharf several times a day in summer, or by a pleasant drive through Lynn, and over Nahant neck or long beach to the town. Distance from Boston by steamboat, *viâ* Main Channel, $11\frac{1}{2}$ miles. See page 25.

Swampscott Beach.—This charming sea-side resort is second to none on the whole coast; it is reached by rail from the Eastern R. R. Station (see page 39), to Swampscott, thence by carriage or on foot, a short distance. Improvements, which are constantly going on here, have supplied ample first-class accommodations for sojourners during the summer season; an extensive splendid beach for bathing, that is perfectly safe, plenty of fish, which may be hooked from the rocks or from boats, delightful air, an Ocean View, limited only by empty space, with a dozen trains to and from Boston daily, leave nothing to be desired for the bodily comfort and happiness of visitors.

Revere Beach.—This superb beach is about 3 miles long; it forms a graceful curve from Pine Point at the mouth of Revere Creek and Saugus River, extending nearly to Winthrop, which town lies next to Revere; the principal water boundary of the latter is called Revere Beach; facing about E. S. E.; this shore is largely sheltered from N. E. or Easterly gales by Nahant: this renders the waters from the Ocean which wash the sand, smoother and warmer than in more exposed localities; a decided advantage where delicate constitutions require salt water air and bathing, both of which are deliciously pure and agreeable here. The drive along the sandy shore is a treat, and

Nantasket Beach and Sea Foam House.

Situated directly upon Nantasket Long Beach, scarcely two minutes' walk from the Steamboat Landing, facing the Ocean, and commanding magnificent Views of the Coast from Gloucester, Lynn, Nahant, Revere, and Point Allerton on the east and north, to Minot's Ledge and Cohasset on the south, and of Boston Harbor, Quincy Bay, etc., stands the

Sea Foam House,

Commodious, convenient, and comfortable. This House contains 125 large and handsomely furnished Rooms, and Suites of Rooms, with all modern improvements. The choicest Viands fresh from the Farm, the Market, and the Ocean, are constantly provided for guests.

Bathing-Houses with Hot and Cold Salt Water, pure from the Ocean, are attached to the House, which enables Invalids to enjoy the luxury of a Salt Water Bath at will.

Boats for Fishing or Sailing, with experienced Captains, are kept furnished and ready for use at this House, which also has an *excellent Livery Stable*.

The Steamer Emeline leaves Litchfield's Wharf for Nantasket Long Beach several times daily. (See second page of cover of GUIDE.) And will also make a later Trip after the Jubilee Concerts. HARVEY T. LITCHFIELD & Co., Prop'rs.

The NANTASKET CAFE, Nantasket Beach,

Strawberry Hill Landing,

Is pleasantly located, and only three minutes' walk from the Strawberry Hill Landing of Steamer Emeline. The **Nantasket Cafe** provides first-class accommodations for Excursionists and Picnic Parties; Chowders, Clam Bakes, Fish Dinners, and all kinds of Refreshments are supplied. **Bathing Houses, Swings, and a Splendid Dance Hall**, are attached to the Cafe, and every facility is offered and full provision made for the comfort and convenience of

Picnic Parties and Transient Visitors.

Apply to

J. M. JELLISON, Proprietor, at the Cafe.

the Ocean View is unsurpassed. Horse Cars run *viâ* Charlestown, to and from Boston and Revere Beach, every 30 minutes; distance about $5\frac{1}{2}$ miles, each way. See page 23.

Nantasket Beach.—This delightful summer resort forms the Ocean boundary of the town of Hull, once so potent at the polls that to hear how the vote went in Hull, was to know who was to be the next Governor of the State; of late years, its decisions have not usually swung the State, but the cool sea breezes that fan its borders during the summer, make this quaint old town more famous than ever. Nantasket Beach has become a famous resort for merchants and others, and is a delightful residence in summer; there is a magnificent stretch of beach from Point Allerton, extending about five miles, to Cohasset rocks; the breaks in the head-land form several fine coves among the rocks, and the views from the shore and from the highlands, both Ocean and Inland, are extremely beautiful. Steamers ply to and from Boston several times a day during Summer. See page 25.

Cohasset.—This place is celebrated for its rocky shore and first-rate fishing grounds. Minot's Ledge, upon which stands the new lighthouse, lies off Cohasset. The old Minot's Ledge lighthouse was swept away by the great gale April 17, 1851. The sea that undulates so gracefully around the rocks of the ledge, when in a pleasant mood, rouses into sublime and resistless fury at times, and drenches the very top of the lantern with its briny foam. The new structure bids fair to baffle its rage, and to continue to be a guiding star to point the mariner on his course. An excellent beach affords every facility for a plunge among the waves; the Ocean View is grand, and from the hills of Cohasset the picture is one of nature's best. Trains leave the Old Colony R. R. Station for Cohasset, distance about 18 miles. It may be reached by steamer to Hingham, thence by rail, or by steamer to Nantasket, thence by stage. See pages 25, 39.

Scituate, Marshfield and Duxbury.—These towns follow in order south of Cohasset, lying with their eastern borders on the shores of the Ocean. All have capital beaches and fishing-grounds, and afford grand views in every direction; reached by rail from Old Colony R. R. Station. See page 39.

Hingham, and Hull, both offer many attractions, and are well patronized by those who seek the bracing air and cheerful exercise that is so grateful in the heat of summer. See page 25.

Long Island.—This is a favorite locality for *boating excursionists* to stop at. There is a fine landing and a public house. The high land affords fine views of the Harbor, City, and Inland scenery, as well as of the Ocean. It is mostly resorted to by transient visitors, yachtsmen, and boating parties.

Sailing in the Harbor on the steamboats, affords excellent recreation at a trifling cost, and is a delightful pastime. See page 89. For steamboats, see page 25.

Gloucester and the Ocean.

ONE of the finest OCEAN EXCURSIONS through Boston Harbor and out upon Massachusetts Bay and the Ocean is the run from Boston to Gloucester and return, a distance of about sixty miles the round trip. The splendid elegantly fitted



SUNSHINE,

CAPT. N. HAYDEN,

J. H. HAYDEN, CLERK.

Formerly of the Steamer Escort,

Leaves Battery Wharf, foot of North St.,
Boston,

For Gloucester Twice a Day . . . See local papers.

Leave Gloucester Twice a Day . . See local papers.

Fare 65 cents. Round Trip \$1.00.

This sail affords delightful Views of the Forts, Islands, and Harbor Scenery, as well as of the Outer Bay, Minot's Ledge and Lighthouse, Cohasset Rocks, Nantasket Beach, Revere, Nahant, Lynn, Salem, and the Ocean's broad expanse, and is a delightful Steamboat Excursion.

Descriptive Tour in Boston Harbor.

WE COPY, by permission, the following interesting and valuable description from Dr. Shurtleff's *History of Boston*. Those who start from India, Litchfield's, Rowe's and other wharves near, will find the description equally accurate after leaving the wharf and beginning the trip down the harbor:—

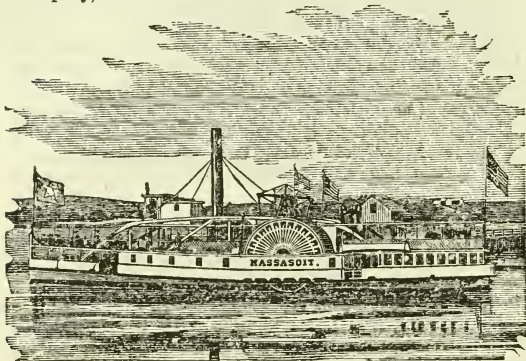
Taking departure from Liverpool Wharf, the reader will find himself in the channel which separates the southeasterly part of the peninsula from the extensive flats of South Boston. This passage proceeds from South Bay (or Roxbury Harbor), and is known as Fort Point Channel, in consequence of flowing by the site of the ancient fort on Fort Hill, and the South Battery (or Sconce) formerly situated where now are India and Rowe's Wharves.

When a little off from land, he can see, on the north, Charlestown Navy Yard (between Charles and Mystic Rivers), the city of Chelsea, and Noddle's Island (now East Boston); on the south, over the flats, is South Boston, which was detached from Dorchester in 1803, and annexed to Boston. On the east he can see, at low tide, Bird Island Shoal, with its Beacon and Red Buoy No. 6, near East Boston, and Apple Island (with its tall trees), miles off in the distance. These he will leave on his left hand in proceeding down the harbor; for, just after getting into the stream of the Main Ship Channel, he must change his course, and take a direction southeast by east. On the south side of this channel, at his right hand, he will pass by Slate Ledge, in South Boston Flats, marked by Black Buoy No. 11, and the Upper Middle, a shoal in the same flats, marked by Black Buoy No. 9, a noted object in the main channel, a very little short of two statute miles distant in a straight line from the end of Long Wharf.

At Black Buoy No. 9, the course is to be changed to southeast by south; and leaving Governor's Island and its fort (named after Governor John Winthrop), on the left, and the Upper Middle Shoal on the right, the reader will pass along about a mile and a quarter before coming to another change of direction. In this course he will pass by Red Buoy No. 11 (at the southerly point of the flats of Governor's Island), and here he can make for Castle Island Wharf on his right, and visit Fort Independence; or he can pass on to the end of the course, leaving on his left the Lower Middle Shoal with its Buoys (Nos. 10 and 8 Red),

Lovell's Grove, Quincy Point, WEYMOUTH, LONG ISLAND, and GLOUCESTER.

THESE delightful Summer Resorts in Boston Harbor and Massachusetts Bay are among the most beautiful on our Coast. The splendid Steamers of the Boston Bay Steamboat and Land Company,



MASSASOIT and STAMFORD,

Leave Lewis' Wharf, Atlantic Avenue, Boston.

The Massasoit leaves Lewis' Wharf for Long Island, Weymouth, Quincy Point, and Lovell's Grove at 9.30 A. M., 2.30, 6.15 P. M., till August 20th, then 5.30 P. M.

Leave Quincy Point and Lovell's Grove at 7.15, 11.00 A. M., and 4.45 P. M.; after April 20th, at 4.00 P. M.

Sundays leave Boston at 10.30 A. M., 2.30 and 6.15 P. M. Leave Quincy Point and Lovell's Landing at 7.15 A. M., 12.30, 4.45, P. M.

Fares 25 cents through; to Long Island, 15 cents, on week days. On Sundays, 35 cents; to Long Island, 25 cents.

Steamer Stamford leaves Boston for Gloucester at 9.45 A. M., and 5.00 P. M. Leaves Gloucester at 6.45 A. M., and 2.00 P. M., daily. On and after August 20th, one trip per day—leaving Boston at 9.45 A. M.; leaving Gloucester at 3.00 P. M.

Fare, 65 cents each way Round Trip, \$1.00.

T. J. DUNBAR & CO., 70 Broad St., Boston, *Agents.*

and Buoy No. 7 Black. From this point there can be seen, on the north, Governor's Island, Apple Island, Snake Island, Point Shirley, and Deer Island, with its buildings for the city institutions; and on the south, Thompson's Island, with its buildings of the Boston Asylum and Farm School for Indigent Boys, and Spectacle and Long Islands.

At this point, between Red Buoy No. 8 and Black Buoy No. 7, three courses may be taken: the westerly one running a little west of south to Thompson's Island Wharf, the southerly one in a south-southeast course (through the Back Way, between Thompson's and Moon Islands on the right, and Spectacle and Long Islands on the left), and the easterly one running direct for the mouth of the harbor, leaving President Roads on the left, and Spectacle and Long Islands on the right.

The last of these courses is about two miles and three quarters long, and is the Main Ship Channel. Its direction by the compass is east three fourths south, and its eastern extremity is near Black Buoy No. 9, three quarters of a mile northeast of Long Island Light, and close by the north edge of the shoal called Nix's Mate, on which the black pyramidal monument stands. Before reaching this point (by a mile and a half), the reader can approach the wharf of Long Island on his right, or the wharf of Deer Island on his left, the former being about a mile distant, and the latter a mile and a half. In a direct line, these wharves are two miles apart. While in the neighborhood of Nix's Mate, Rainsford Island, with its old hospital and quarantine buildings, can be seen on the south, and Lovell's, Gallop's, and George's Island on the southeast, and the new Quarantine Road and the Middle Ground at the north.

After passing Nix's Mate, there are many courses that may be taken: one, northeast one half east, passes over the Middle Ground directly to Nahant, and to sea; one, east-by-north one half north, proceeds also to sea, while it leads to Hypocrite Passage; the southeasterly course leads through the Narrows, between Lovell's Island and Bug Light on the left, and Gallop's and George's Islands on the right. This last course, which is the Main Ship Channel, is about two miles long, in a slightly curved line, and terminates midway between Windmill Point at Hull, and the Outer Lighthouse, which are two miles apart.

Rainsford Island is approached from the Back Way by a northeast-by-east one half east course, or from the Narrows in a southwesterly direction. Fort Warren, on George's Island, is reached from the Narrows by a southerly course, as is also Pet-tick's Island and Hull. The way to Hingham passes between these last named places, and is exceedingly tortuous. South of George's Island lie Nantasket Roads, and east of it is the main channel which leads out of the harbor, running near the Bug Light and Black Buoy No. 5, and Red Buoy No. 8, among Rocks and Ledges. From this point the course is due east about two miles; thence the direction is turned to a course running east-southeast to sea.

Furniture, Lace Curtains, Upholstery.

THE attention of the Public is invited to the Elegant Stock of **Furniture, Lace Curtains, Upholstery, and Custom Materials**, of

GEO. W. WARE & CO.,

157 . . Tremont St., Boston . . 157

Opposite the Common, near West Street.

Comprising a **Complete Assortment**, equal in quality, style and finish to any Stock to be found in any first-class Warehouse, which they offer at the most reasonable prices.

International Steamship Company.

SUMMER Travellers will find an Ocean Excursion one of the most delightful and healthful that can be planned for the warm weather. The Ocean Steamers of the International Line, New England, New York, and New Brunswick, offer superior facilities and inducements for a Voyage to and from

Portland, Eastport, and St. John, N. B.,

Leaving Commercial Wharf, Boston, alternately, at 8.00 A. M., and Portland at 6.00 P. M. In April, May, and June on Mondays and Thursdays. In July, August, and September, on Mondays, Wednesdays, and Fridays. In October and November, on Mondays and Thursdays. In December, on Mondays only. Passengers can take the Steamer at Portland via the Eastern or Boston and Maine Railroads, leaving Boston at 12.15 P. M., or 7.30 and 8.30 A. M. This Line has connections running to all points East and North of its Route, including Halifax, N. S., etc.

The Lakes and streams of New Brunswick abound in Salmon and Trout. The Trip across the Bay of Fundy is delightful; the Scenery is grandly beautiful, and the climate cool and pleasant.

W. H. KILBY, AGENT, *Commercial Wharf, Boston.*

Directions or Hints to Strangers.

TRAVELLERS VISITING BOSTON will find it more convenient and comfortable, as well as wise economy, to proceed at once to one of the first-class hotels, the widest range of liberty to go and come at all hours, and to breakfast, lunch, dine and sup at will, is always desirable, and merchants who have little time to spare, will find it pays to register at such houses; there are numerous and well-conducted public houses, however, where the cost per diem is less. The principal ones are also named on page 13.

LADIES VISITING BOSTON for shopping or pleasure, for a few hours, will find excellent lunch rooms *and every accommodation* at the railroad stations, at Copeland's, the Parker House, Mrs. Harrington's & Marston's, on School Street. See page 13.

PARCEL DELIVERY. — Purchases made at any FIRST CLASS STORE in Boston, will be delivered at the various depots, or elsewhere in the city, free, if desired, and may be safely left with the baggage mistress or master till called for.

BUSINESS MEN, who visit our city to buy merchandise, will do well to come accredited to some well-known house in their line, or to some merchant of standing; the sharp competition among *drummers* to secure customers, makes it, to say the least, desirable for strangers to make enquiry of the proprietors of the hotels as to the standing of the houses the drummers represent, and of themselves, before leaving the hotel.

PLACES OF INTEREST. — Carriages may be employed, if expense is no objection, or for drives about the city and suburbs; (see page 69), and may be ordered at the hotel; but nearly every point of interest in and around Boston may be reached by Horse Cars; these will be found running near by almost every hotel door, or within easy reach. At a trifling cost, all of the adjoining towns, Cemeteries, Bunker Hill, Navy Yard, etc., may be visited. (See page 23 for Horse Cars.)

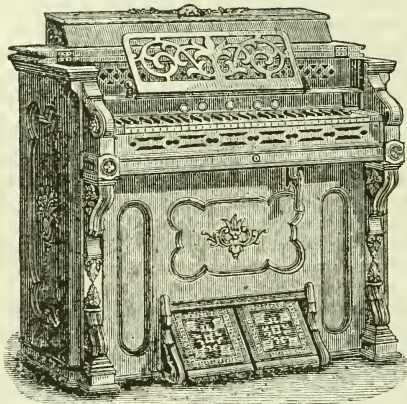
CENTRAL POINT. — The heart of the city lies in the section bounded by Court St., N.; Washington St., E.; Boylston St., S.; Tremont St. and the Common, W.; located in or quite near to this central square are many Public Buildings, Hotels, Restaurants, Banks, Book Stores, Dry Goods Stores, Art Galleries, Brown's Illustrated Book Rooms, Music Stores, Fancy Goods, Jewellers, Piano Forte Ware Rooms, Conservatories of Music, Theatres, Music Hall, etc. Horse Cars pass and re-pass this locality every minute of the day.

The Mason & Hamlin Organ Company's CABINET ORGANS.

The Mason & Hamlin Organ Co. respectfully announce the introduction of improvements of more than ordinary interest. These are REED AND PIPE CABINET ORGANS, invented and patented by Mr. Carl Fogelberg, a Swedish Organ builder, and the only successful combination of real pipes with reeds ever made. DAY'S TRANSPOSING KEY-BOARD, invented and patented by Mr. W. G. Day, of Baltimore, by which the performer can instantly move the Key-board to the right or left, and so play at a higher or lower pitch. (See circular.)

Being patented, these will be made only by the MASON & HAMLIN ORGAN COMPANY.

New and Elegant Styles of DOUBLE
REED CABINET ORGANS, at very Low
Prices--\$140 \$132, \$125, each.



Considering Capacity, Elegance and
thorough Excellence, the prices of these
new styles are unprecedentedly Low.

STYLE F. PRICE \$140.

The Cabinet Organs made by the MASON & HAMLIN CO. are acknowledged to excel all others in purity and beauty of tone, power, variety and durability, and contain patented improvements not in any others. They have uniformly won highest premiums at Industrial Exhibitions, including a medal at the Paris Exposition, for Demonstrated Superiority; are the only American Organs sold largely in other countries, and are pronounced to be unquestionably the best by musicians almost universally. Acknowledged to make the best, this Company now undertake to sell at such prices that their Organs shall be Unquestionably Cheapest, which they are enabled to do, by the possession of Extensive Machinery and Unequalled Facilities for Manufacture. They invite attention to their present prices, which will be found as low, or even less, than the prices demanded for common and very inferior Organs.

Four-Octave Organs, \$50 each. Five-Octave, \$100, \$125, \$132, \$140, and upwards. Forty other styles at proportionate prices, up to \$1,500 each.

New Illustrated Catalogues and Circulars, with full descriptions of new styles and improvements; also a Testimonial Circular, containing testimonials from over 1,000 musicians in the United States, England, France, Germany, etc., all sent free to any address.

MASON & HAMLIN ORGAN CO.,

154 Tremont Street, Boston: 596 Broadway, N. Y.

EXCURSIONS WITH CHILDREN. — Boys and Girls delight in excursions and picnics. A few hints, if attended to by guardians, will prevent many casualties and much sickness, as well as add to the comfort, pleasure, and healthful vigor to be derived from the proper use of such occasions. Put up plenty of good sandwiches, made of thin slices of lean freshly cooked meat and home-made bread, or Graham bread, also, cut about $\frac{1}{4}$ of an inch in thickness, and slightly buttered; ham needs only a trifle of mustard, and fresh meats but a little salt; chopped meats are not so good as delicate slices; pack all solid and roll up in a napkin. Dry pastry, such as sponge cake, and ginger snaps, *may* be added; wet pastry and pies should never be; for a clam bake, chowder, or fish picnic, other things are needed; Carry drinking cups. On the beach, or whenever exposed to the sun, lay a damp handkerchief on the head, and keep it there, under the hat or tied by a ribbon under the chin; broad hats are good to save the complexion, but they do not protect the brain at all. Do not remain over 20 minutes at one time in the water; always dip the arms for a full minute in the water before wading in, then thoroughly wet the head by a plunge. Face the wind on the steam-boat to prevent taking cold when sailing on the water, and have an extra garment on hand. For picnic excursions to the woods, the same hints about food hold good; the foliage is a protection from the sun's rays, but a moist handkerchief over the brain is a comfort even there. Excursionists to fresh water Lakes or Ponds, should use the same precautions as those who go to the seashore about bathing, and protecting the brain; but should never remain in *fresh* water over ten minutes at one time.

Mount Auburn. — Visitors are not allowed to carry any parcels or baskets upon the grounds, — those may be left at the gate. This beautiful garden-home of the dead should be seen by everybody who can spare the time, and a view be taken from the Observatory. Children should be careful not to touch the flowers or foliage. After leaving Mount Auburn, a pleasant walk of $\frac{3}{4}$ of a mile down the road that opens nearly opposite Mount Auburn gate, leads to Fresh Pond, a delightful retreat for a lunch or picnic.

EXCURSIONS OUT OF BOSTON. — Always provide yourself with a good sandwich for lunch before starting upon excursions; excitement, exercise, and fresh air, especially sea air, sharpens the appetite, and a slight lunch is a necessity if you wish to avoid headache and other troubles *after the trip*; candies and pastries should not be eaten when travelling, the stomach *requires* a little *healthy food to sustain itself* while the body and mind are both so busy, and a sandwich properly made is convenient, nutritious and wholesome. Ladies should not forget an extra wrapper, it is often needed for comfort even in the warmest weather; especially on the water. Here we conclude our "Guide for Boston."

MAY, 1872.

H. A. BROWN.

Daniel Webster's Boston Home.

TIME, in his busy rounds, moves on apace, and endless changes mark his course. The former homes of the *great* among *men* who have passed away are now the Marts of Trade, and Commerce flourishes now where once stood "DANIEL WEBSTER'S HOME," on Summer Street. The old Homestead is gone, and in its place now stands a massive block of Warehouses occupied by

D. B. STEDMAN & CO.,

IMPORTERS, JOBBERS, AND RETAILERS OF

Crockery, China,

AND

GLASS WARE.

Ware from the celebrated Manufacturers,
Alcock, Boote, Pankhurst, Edwards,
and others. Also,

Silver Plated Ware,

AND EVERY DESCRIPTION OF

TABLE CUTLERY, etc., etc.

134, 136, and 138 Summer Street,

Opposite South Street Boston.

LITHOGRAPHIC
J. H. BUEFFORD'S

Lithographic Establishment

490 Washington St.

BOSTON.

**The oldest Lithographic House
in the United States.**

**The finest Lithographic Power Printing Machines
and the largest in New England.**

**The strongest and most efficient
CORPS OF
LITHOGRAPHIC ARTISTS
IN THE COUNTRY.**

SATISFACTION GUARANTEED.

PROMPTNESS A SPECIALTY.

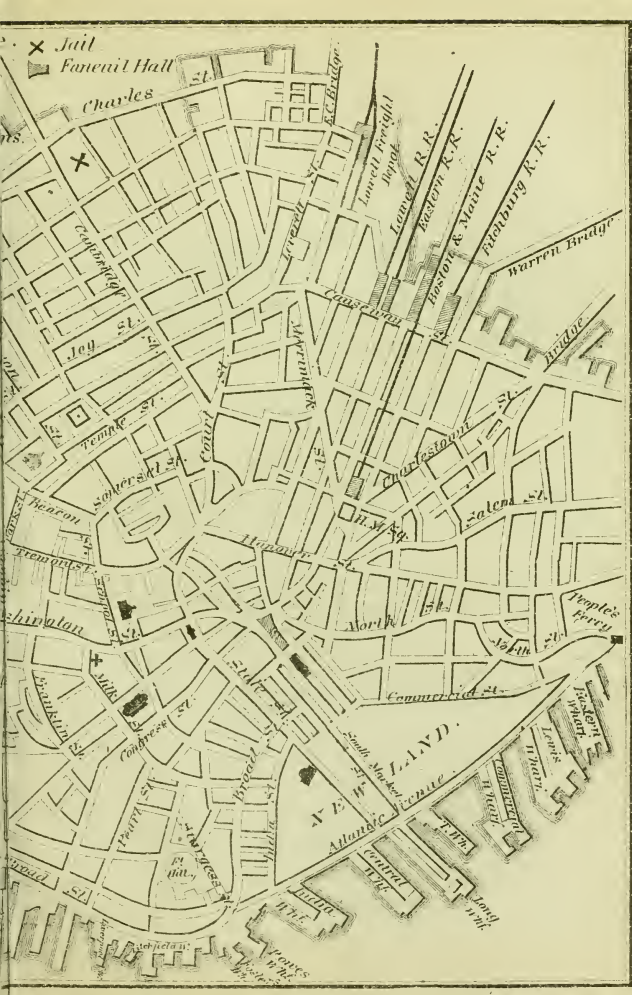
**Lithographic Work of every description from
the cheapest plan to the most elaborate Chromo
executed at the lowest prices.**

**I have no connection with any
other House, my Office and only Place
of business is at**

490 WASHINGTON ST.

BOSTON.





✕ Jail

■ Faneuil Hall

Charles St.

Cathedral St.

Joy St.

Temple St.

Somerset St.

Tremont St.

Franklin St.

Congress St.

Broad St.

Atlantic Avenue

Central St.

Long St.

Lowell Freight Depot

Lowell R.R.

Eastern R.R.

Boston & Maine R.R.

Fishburg R.R.

Warren Bridge

Bridge

Charlestown St.

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(See Page 12.)

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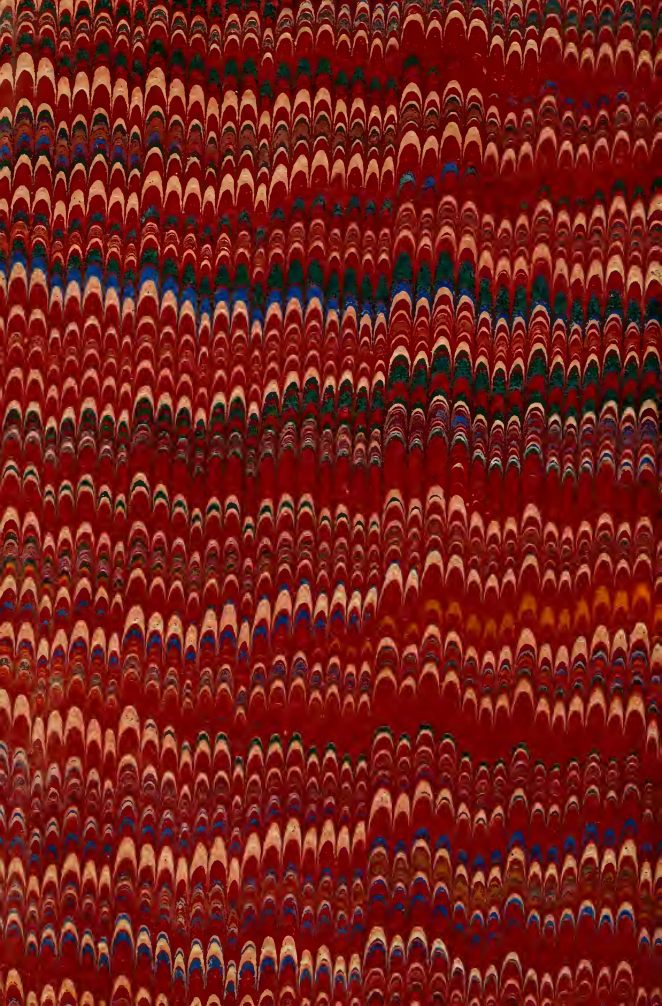
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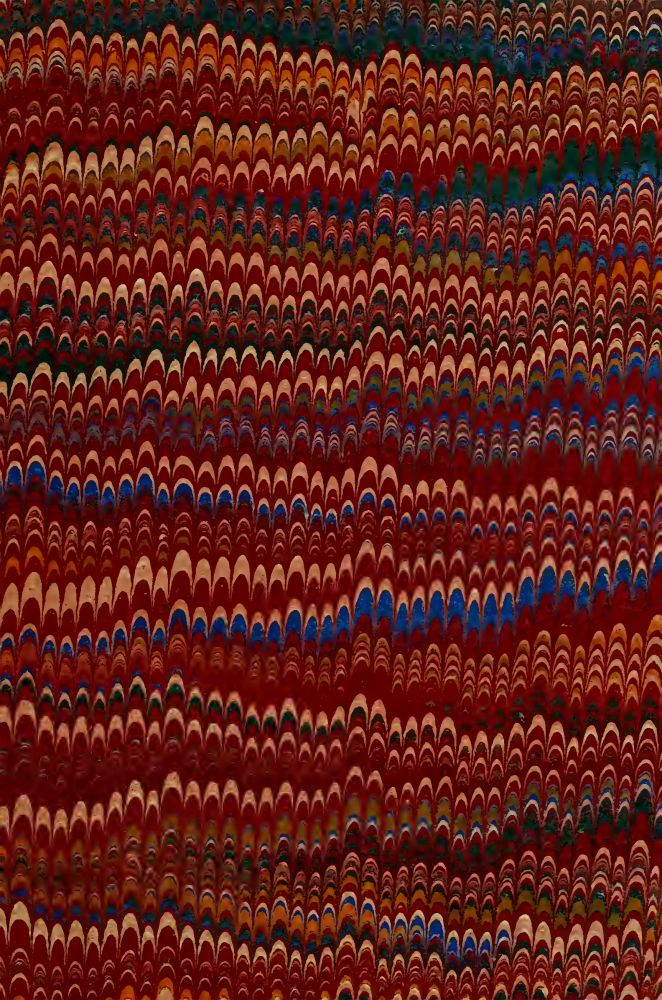
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